

2011 SAFE ROUTES TO SCHOOL APPLICATION

Date Rec'd:
(For office use only)

All sections must be completed (See application instructions)

**APPLICANT INFORMATION
(IF OTHER THAN SPONSOR)**

Organization: South Central Planning and Development Commission
Address: P.O. Box 1870 Phone: (985) 851-2900
City: Gray State: Louisiana Zip: 70359
Contact Person Rudynah Capone Title: Phone: (985) 851-2900
E-mail: Rudynah@scpdc.org Fax Number: (985) 851-4472

SPONSOR INFORMATION

Sponsoring Agency Name: St. John the Baptist Parish Council
(Please note, Sponsor must be a governmental agency)
Type of Sponsor: ☐ University ☐ School Board ☒ Local Government ☐ State Government
☐ Local Public Works ☐ Other
Is the Sponsoring Agency willing to accept liability and maintenance of the project? Yes
Address: 1801 West Airline Highway Phone: (985) 652-9569
City: LaPlace State: Louisiana Zip: 70068
Contact Person: Natalie Robottom Title: Parish President
E-mail: j.cannon@sjbparish.com Fax Number: 985-359-5005

PROJECT SUMMARY INFORMATION

Name of Project: Safe Routes to East St. John Elementary School
Brief description: This project will improve the safety of students who walk and bike to Laplace Elementary School as well as increasing the number of walkers and bikers to-and-from school. Infrastructure and non-infrastructure improvements are sought. This proposal is sponsored by the St. John the Baptist Parish, and is supported by a coalition including St. John Parish School Board, Regional Planning Commission, St. John Parish Sheriff's Office, Louisiana State Police Troop C and the South Central Safe Community Partnership.

Estimated cost: \$283,790.00 Project Location (City/Parish): Laplace/St. John the Baptist Parish

Project is located in: State House District No. 57 State Senate District No. 19
See <http://www.legis.state.la.us/> to obtain district numbers.

Other considerations for eligibility

1. Is this project a part of a phased project? No Which phase of the series? N/A
List other phases: _____
2. For Metropolitan Areas over 50,000 population, has the Metropolitan Planning Organization (MPO) endorsed the project? Yes (If yes, please attach the MPO letter of endorsement.)
3. Has a local resolution endorsing the project and committing to provide any maintenance requirements been issued by the city or parish and included with this application? Yes
4. Does all right-of-way necessary for the project fall within public ownership or lease? Yes
If no, can the applicant/sponsor obtain the property by Fee Simple or 25 year lease within 1 year of acceptance in the program? N/A
5. Will all or part of the project be constructed inside State-Maintained Highway right-of-way? Yes
(If yes, please attach a letter or email of 'no objection' from the local DOTD District Office.)
6. Does any part of the project encroach on or cross railroad ROW? No
7. Is the Sponsor aware that the project must conform to applicable requirements of Americans with Disabilities Act (ADA) or any other state or federal laws concerning accessibility? Yes
8. Indicate below the SRTS category that your project addresses? (check all that apply)

INFRASTRUCTURE

- ☐ Sidewalk improvements
- ☐ Traffic calming and speed reduction improvements:
- ☐ Pedestrian and bicycle crossing improvements
- ☐ On-street bicycle facilities
- ☐ Off-street bicycle and pedestrian facilities
- ☐ Secure bicycle parking facilities:
- ☐ Traffic diversion improvements:
- ☐ Other: Please explain _____

NON-INFRASTRUCTURE

- ☐ Bicycle and pedestrian safety curricula, materials and trainers.
- ☐ Training, including SRTS training workshops that target school- and community-level audiences.
- ☐ Modest incentives for SRTS contest, and incentives that encourage more walking and bicycling over time.
- ☐ Safety and educational tokens that also advertise the program.
- ☐ Photocopying, duplicating, and printing costs, including CDs, DVDs, etc.
- ☐ Pay for substitute teacher if needed to cover for faculty attending SRTS functions during school hours.
- ☐ Costs for additional law enforcement or equipment needed for enforcement activities.
- ☐ Equipment and training needed for establishing crossing guard programs.
- ☐ Stipends for parent or staff coordinators. (The intent is to be able to reimburse volunteers for materials and expenses needed for coordination and efforts, not to pay volunteers for their time. The maximum value of a stipend is \$2000/school year.)
- ☐ Other: Please explain _____

SCHOOL INFORMATIONSchool District: St. John the Baptist ParishSuperintendent: Dr. Courtney P. MilletAddress: P.O. Drawer ALCity: ReserveState: LouisianaZip: 70084Contact Person: Dr. Courtney P. Millet Title: SuperintendentPhone: (985) 536-1106Fax Number: (985) 536-1109Email: cmillet@stjohn.k12.la.us

(See attached Letter of Support on Appendix C)

(If more than one school is involved, copy this page and complete information for each school)School Name: LaPlace Elementary School

School mailing address:

School physical address: 393 Greenwood Drive, LaPlace, LA 70068Parish: St. John the Baptist Elementary or Middle School? Elementary Grades: K-8Number of Students: 1079 Number of Teachers: 70Principal's contact information: Name: Allison Cupit Phone Number: (985) 652-5552

(A letter of support must be attached, if application is not coming from the school.)

PTA/PTO contact information if applicable: N/AWho is your school's designated **Safe Routes to School Coordinator**? N/A (Please give a name and email address) Are students allowed to walk or bike to school? Yes If not, is the school proposing to change this policy? _____ Explain: _____Does the school currently have any Safe Routes to School Programs? No If yes, Please

elaborate: _____

Note: Number after each item denotes the possible points awarded for that item.

PROBLEM IDENTIFICATION
Label your responses ATTACHMENT A
25 Points

1. Identify any obstacles (physical or perceived) to walking and /or biking to and from school. (8)

Laplace Elementary School is located about .7 miles north of West Airline Highway (U. S. Highway 61), a heavily travelled highway connecting New Orleans to Baton Rouge. Two other private schools and a large day care/after school facility are also located within walking distance to the school: St. Charles Catholic High School (420 students) and Ascension of Our Lord Elementary School (389 students), and Joan's Day Care. All four schools are within a 1.8-mile distance wherein commuters, pedestrians and bicyclist utilize Greenwood Drive, Madewood Road, Carrollwood Drive and Ridgefield Drive as a means of travel.

In proximity to Laplace Elementary School are many neighborhood and services amenities: one mile to the north is the Riverlands Country Club and 1.2 mile to the south near Airline Highway are retail establishments such as Walmart Supercenter, Winn Dixie Pharmacy and Rainbow Chevrolet-Pontiac. A With the large amount of daily commuters utilizing U.S. Highway 61, traffic congestion can be critical around school drop off and pick up hours. Hence, traffic calming devices, speed zone warning signs and visible school sign are necessary especially to signal cars turning into Carrollwood and connecting to Greenwood.

Laplace Elementary School is located in a high-density residential area containing a mixture of single-family houses and multi-family apartments. This is potentially a good location to encourage students to walk and bike to school as soon as safety improvements are implemented. Currently, there are no crosswalks designating a pedestrian zone, flashing lights or school signs warning motorists of children walking in the area. Additionally, a drainage canal is located directly to the east of the school. The canal is fenced but the pedestrian path is too narrow to accommodate multiple walkers or bikers.

The streets between the school zone and Madewood have existing sidewalks but need curb cuts for bicycling and ADA accessibility. On Greenwood and Evergreen, there are a few sidewalk/center road cracks that are an obstacle to a safe and enjoyable biking experience. A number of cars are parked on the streets could lessen a driver's judgment to see the road and sidewalks clearly. Most of the neighborhood streets do not have "school zone" striping. See "**Maps Section**" to view pictures of obstacles mentioned.

2. Identify risks or hazards facing children who walk or bike to school. Supply crash data or other relevant information as supporting documentation. (8)

Crash data was obtained from the Louisiana Department of Transportation and Development between January 1, 2007 and December 31, 2009 (3 years). The data include non-motorized crashes (bicycle and pedestrian) that involve persons less than 18 years of age that occurred within two miles of Laplace Elementary School. For the purpose of realizing where the risks are, crash data on West Airline Highway (within 2 mile distance) is included. A listing of this data is provided in the **Attachment A. 1.**

Crash data was obtained by the Louisiana Department of Transportation for the period between January 1, 2007 and December 31, 2009 specific two locations: Greenwood Blvd and Airline Highway. The data includes non-motorized crashes (bicycle and pedestrian) that involve persons less than 18 years of age. For Greenwood Blvd: 16 total accidents, 13 pedestrian accidents, and 3 accidents with 5 injuries. For Airline Highway, the data is a cause for concern: 572 total accidents, 407 pedestrian

accidents, 1 fatality, and 164 accidents with 313 injuries. Statistics of accidents involving alcohol are: 23 accidents, 7 pedestrian accidents, 16 accidents with 27 injuries.

3. Describe the current percentage of students that bike or walk to school and the potential for increasing that percentage. Provide a summary of student surveys, parent surveys, etc. as supporting documentation. (5)

An informal poll was obtained by St. John the Baptist Parish Council's grant administration office on February 3, 2011 using the teacher/parent survey form supplemented by additional data provided by the Office of the Principal. Among 1079 students, a total of 1078 students were identified accordingly: 38 of them walk (3.5%); 15 students ride their bikes (1.4%); 900 to 925 students ride the school buses (83.4% to 85.7%); 80 to 100 students are dropped off by their parents (7.4% to 9.3%). The remaining one student (.1%) has other means of transportation. Teachers used the SRTS Student Arrival and Departure Tally Sheet and collected data over one day to provide a picture of how students travel to and from school.

This cluster of neighborhoods encompassing four surrounding schools, a country club, a public park, churches and other residential amenities is the ideal target area to encourage walk and biking by upgrading its streets and sidewalks and implementing the educational programs. Illustrated on the figures below are the surrounding neighborhoods, educational facilities and a leisure park that are within two-mile limit of SRTS.

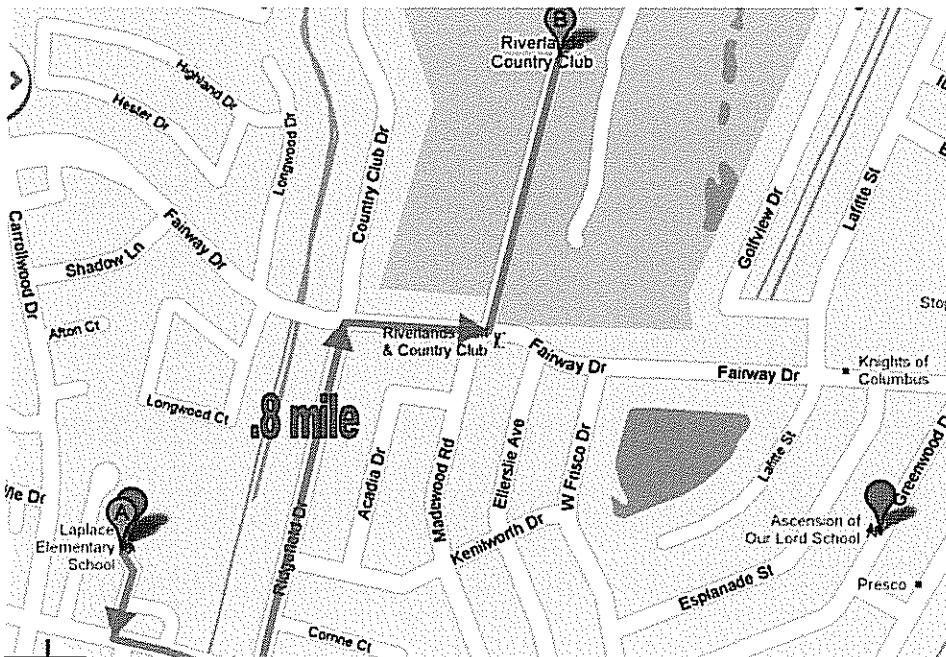
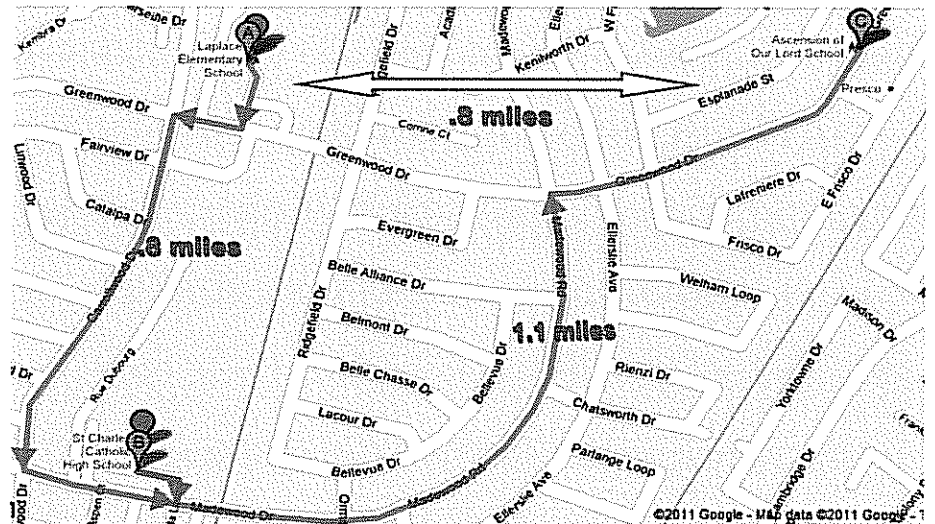


Figure 1 shows Laplace Elementary School (A) is about .8 miles to Riverlands Country Club (B). Also shown are Knights of Columbus and Ascension of Our Lord Elementary School.

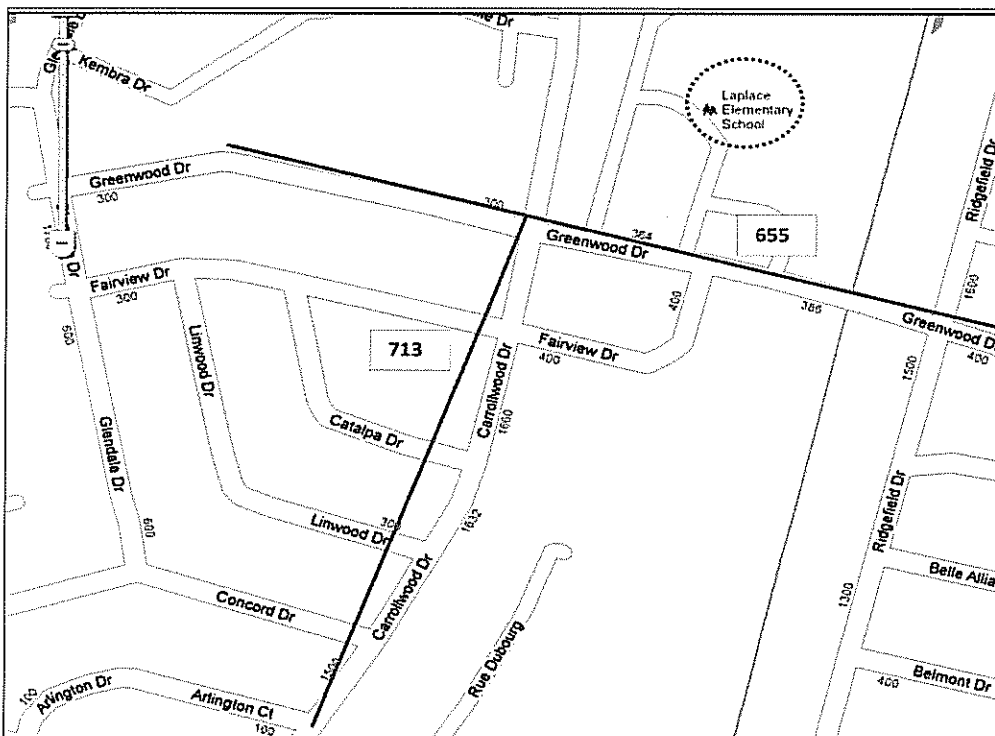
Figure 2 shows Laplace Elementary School (A) is .8 miles to both St. Charles Catholic High School (B) and Ascension of Our Lord Elementary School (C) passing through Carrollwood Drive and Greenwood Drive, respectively. St. Charles and Ascension are just 1.1 miles apart, making Laplace Elementary School 1.9 miles away from Ascension of Our Lord Elementary School if you travel through Carrollwood and Madewood.



4. Provide summary reports of studies used to identify problems and recommend solutions where applicable. Examples are traffic studies, walkability or bikeability surveys, etc. (4)

A walkability-bikeability survey was done by South Central Planning & Development Commission on January 26, 2011. As per evaluation, there are existing sidewalks around the nearby neighborhoods but they stopped about .2 mile from the school. The existing sidewalks, however, require curb cuts and lane/crosswalk striping. Also, there were no designated zones for pedestrian crossing and no school signs/flashing lights for warning around Laplace Elementary School.

A traffic count device was installed on February 11, 2011 on Greenwood Drive and Carrollwood Drive to determine the number of cars passing through the major artery that leads to the local roads, intersecting through Laplace Elementary School.



The Traffic count map is illustrated in Figure 3 and data is shown in Attachment A.2.

PROPOSED

IMPROVEMENT/ACTIVITY

Label your responses ATTACHMENT B

30 Points

- Describe the proposed infrastructure improvement and/or non-infrastructure activity and how implementation will improve conditions with respect to the identified problem(s) above, e.g. improve driver behavior, improve quality of walking environment, decrease accidents, increase safety, increase numbers of students who walk or bike to school, etc. Be specific. Infrastructure description should include critical dimensions of proposed improvement with a plan view or cross-sections shown on a separate sheet. (20)

Infrastructure improvement recommendations are focused on the transportation infrastructures within 2-mile radius of Laplace Elementary School. The project area is shown in the figure below. This radius shows a great potential to improve walking and bicycling conditions. First, there needs to be visible school sign on Airline Highway leading the motorist to the school. There is a huge potential for walkers and bikers in the nearby neighborhoods which are composed of single-family houses and multi-family apartments. Engineering countermeasures that are designed to improve the pedestrian and bicycling environment will be implemented on the roads shown on **Figure 4 and Table 1**.

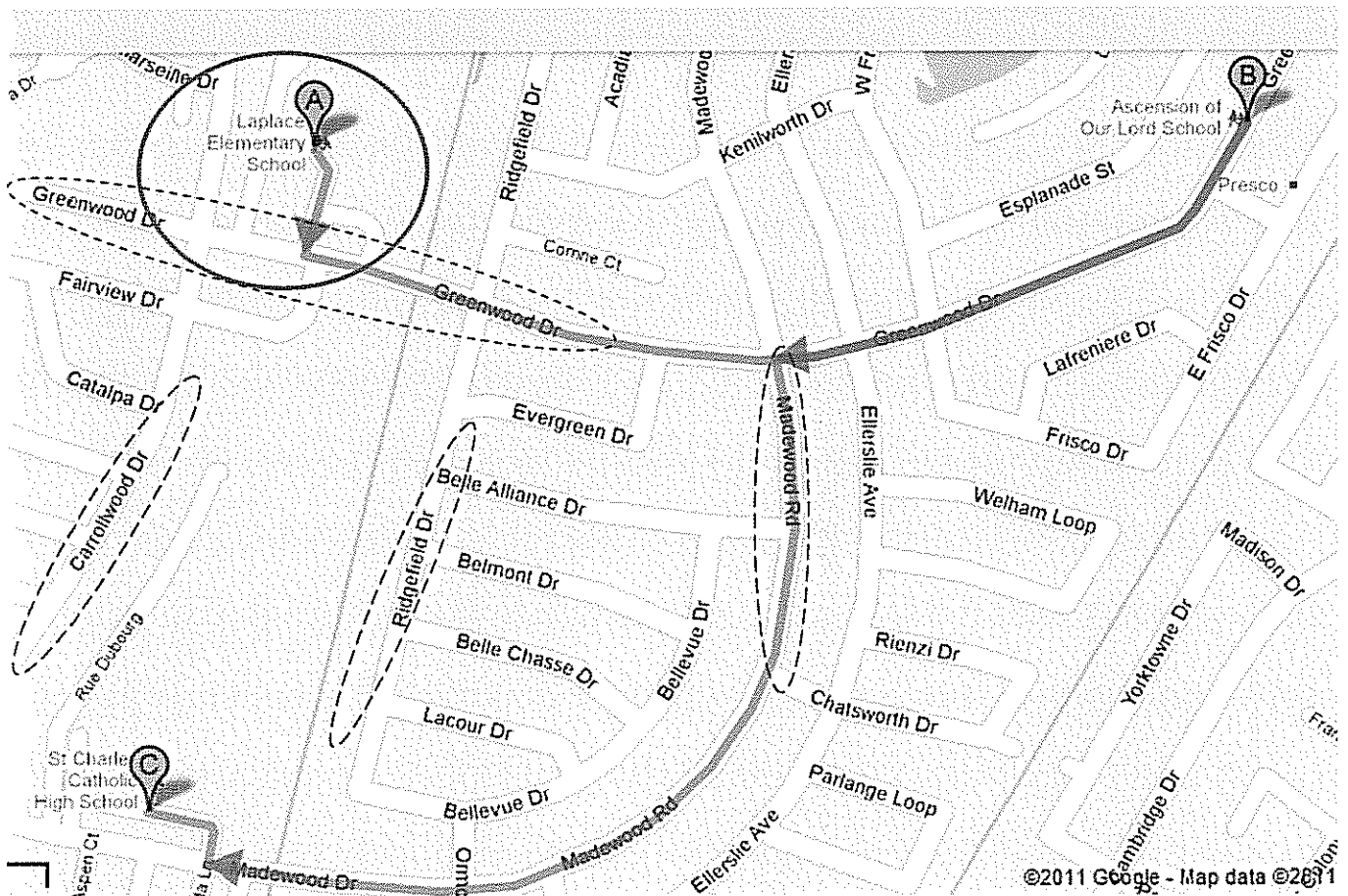


Figure 4 shows that major infrastructure improvements will be implemented along Greenwood Drive, Ridgefield, Madewood Drive and Carrollwood Drive.

TABLE 1: PROPOSED INFRASTRUCTURE PROJECTS

LOCATION	COUNTERMEASURES
Greenwood Drive and Ridgefield Drive	<ul style="list-style-type: none"> - Crosswalk marks for school pedestrian zone and road striping - School warning lights and speed limit signs
Greenwood, Evergreen, Ridgefield and Carrollwood Drive	<ul style="list-style-type: none"> - Create new sidewalks, improve sidewalk conditions and construct curb cuts for accessibility for the disabled - Put road striping and speed limit signs
Airline Highway	<ul style="list-style-type: none"> - Visible School sign directing cars to school location.

St. John Parish Council would like to encourage both children and adults to engage in walking and biking activities in their neighborhoods by repairing sidewalks, improving maintenance and constructing new ones, when necessary. The proposed improvements will establish a safe pedestrian flow between the school and surrounding establishments, thereby helping to create a more dynamic and viable community. Children will be able to walk or bike to school or to the other amenities safely. The sidewalks, signs and crosswalks will alert drivers and encourage them to be more vigilant in observing traffic flow. Current speed limits range from 35-40 mph, which should be reduced to 20 mph as being the school zone speed.

Non-infrastructure recommendations are focused on providing bike and pedestrian safety classes and holding of media campaigns at East St. John Elementary School which will be supported by St. John the Baptist District Attorney's Office, Regional Planning Commission's Pedestrian and Bicycle Programs, and Louisiana State Police Troop C.

Non infrastructure Improvements: The community education programs proposed will encourage children, adults and families to engage in walking and biking activities while developing fun fitness strategies for healthy bodies and attitudes. The incorporation of stress-reduction exercises as a daily routine can combat the serious health issues such as obesity, cardiovascular disease, and diabetes. Each of these ailments affects Louisiana residents at higher than average rates. In addition, the safety programs and activities conducted by the St. John the Baptist Parish Sheriff's Office and supported by the Louisiana State Police Troop C can help children and their parents make the connection between walkable communities as a crime prevention tactic. Ultimately, the use of sidewalks for outdoor recreation and indirect crime prevention adds to the livability and sustainability of a neighborhood. In turn, this will create a sense of pride for stakeholders by putting more "eyes" on the street. A summary of the non infrastructure programs is detailed below.

- A certified bike instructor from the League of American Bikers will conduct bike safety classes for students interested in biking to school. New bikers will learn the proper riding techniques in the basic course while experienced bikers will learn bicycle maintenance and safety practices. Parents will also be encouraged to attend to support their child's bicycling education. This course can be offered in the Fall of 2011, and again in the Spring of 2012.
- Walking and cycling maps will be created to advise students as to the best routes to take to school. The creation of these maps can be incorporated into current curriculum in math and social studies course. Physical education curriculum will be focused on developing a personal training and fitness program. Goals for walking or biking, developing proper techniques to avoid accidents or injury, and maintaining proper weight are topics to be addressed. Establishing an afternoon and weekend fitness group for older students can reiterate the classroom lessons.
- An International Walk/Bike to School event will be proposed to coincide with the Grand Opening of the completion of the infrastructure improvements. Depending on the funding of this project, this event will be

scheduled in Fall 2012. The event aims to encourage parents and children to walk or bike to school, with participants receiving incentives such as water bottles, pedometers, bike helmets, stickers, and buttons. Through this process, student will learn to set personal goals using the punch card system, and in addition, opportunities to develop a personal fitness will dovetail with Physical Education programs.

- The Schools will coordinate outreach activities with the St John the Baptist Parish Sheriff's Office and/or Louisiana State Police Troop C to develop and present a pilot safety education program with a particular focus on pedestrian safety as it relates to walking to school and promote walking in the community. The program will focus on highway safety, use of pedestrian crossings, understanding road signs, and following the directions of a school crossing guard. In addition, through its work with area 4H Clubs, the LSU Extension Service will develop a "Walk to School Safely" education campaign that is age appropriate. The program will be piloted through the School's 4H Clubs and Physical Education courses.
- The League of American Bicyclists partnered with the National Safe Routes to Schools program to develop a bike safety curriculum. Instructors are available to conduct short courses and all-day events promoting bicycle safety. These activities can be geared toward very young as well as older children. The goal is to raise awareness of safety as well as introducing and supporting healthy lifestyles for children and their parents.

Funding of **\$33,790.00** has been set aside for these campaigns. Non infrastructure funds will be used to develop the curriculum materials, purchase safety materials and incentive items that can be distributed to students, copy and reproduction costs and other miscellaneous supplies. Funds will also be set aside for teacher education.

2. Explain how each component of the 4 E's below was considered in the project. If one or more were not considered or incorporated, explain. (10)

A. ENGINEERING - Creating operational and physical improvements to the infrastructure surrounding schools that reduce speeds and potential conflicts with motor vehicle traffic, and establish safer and fully accessible crossings, walkways, trails and bikeways.

1. Non-Infrastructure: All children living .5 to 1 mile from Laplace Elementary School will be encouraged to walk and bike to school.
2. Infrastructure: Repairs and improvements to existing sidewalks are high priorities in this proposed application. Also included in the scope of engineering are construction of curb cuts for ADA accessibility, ladder-style crosswalks, signs with U-channel post, road striping/pavement and speed limit signs. These improvements will establish a safe pedestrian, biking and traffic flow from the school to the different surrounding neighborhoods and commercial establishments. With visible signs and markings, drivers will be highly alerted to be more vigilant in reducing speed, considerate in providing the right-of-way to pedestrians and be extra aware of bikers on the road.

B. EDUCATION - Teaching children about the broad range of transportation choices, instructing them in important lifelong bicycling and walking safety skills, and launching driver safety campaigns in the vicinity of schools.

1. St John the Baptist Sheriff's Office Community Outreach officers will conduct safety classes utilizing the remote-controlled "robots" to make the learning environment more fun for the children. The "robot" can be programmed to customize the lessons for age appropriateness of its audience. Since the Sheriff's Office currently partners with the School System's 4-H clubs, an expansion of the existing curriculum is an easy and practical way to discuss walking and biking safety. The safety education program designed and tested through this project will be a reusable model that can be transferred to other neighborhood schools in the St. John the Baptist Parish School District.

2. The St. John the Baptist Parish School System partners with the Sheriff's Office and the LSU Agricultural Extension Service to provide monthly safety programs through Physical Education programs. Highway safety education instilled at an early age will lead to greater responsibility once children become licensed driver. Walking or biking to school promotes a healthier lifestyle, and develops a fitness program early in life.
3. A certified bike instructor from the League of American Bikers will conduct bike safety classes for students interested in biking to school. Courses for both beginners and experienced bikers will be offered. Parents will also be invited to attend the classes to support their child's bicycling education. Courses can be offered in the Fall of 2011 and Spring of 2012. The respective course descriptions are as follows:

- ***Bicycling 123 - Youth***

The Bicycling 123 Youth guide outlines 13 stations — four administrative stations and nine activity stations. However, not all of the stations will be used at every Cycling Skills Clinic. Note: There should be about 10 participants for each course. The classes encourage at least one of the parents to attend a session of the Kids I class. It teaches the parents what their kids need to know. The children will retain very little about their "rodeo" style course, so teaching the parents about what the kids should know helps them get behind what we are trying to do with the children and helps them to reinforce what we teach.

- ***Bicycling 123 – New and Returning Riders***

New cyclists or those coming back to cycling after years of being off the bike are frequently uncomfortable with basic bicycle handling skills like signaling, turning and stopping. Before they can feel comfortable riding on trails or in traffic, they can benefit from practice on their bicycle in a relatively quiet setting, say, a parking lot. These basic handling drills are designed to allow a cyclist to feel more confident handling their bicycle.

A sample agenda may include the following: *Welcome and Registration; Helmet fit adjustment; Bike inspection and fitting; Starting/stopping/straight line; Dodging Hazards; Scanning, signaling and turning; Turning and yielding; Entering and crossing the road; Intersection; Practice in traffic; Fun and Games; and final Celebration.*

Non-infrastructure funds will be used cover expenses for the following: curriculum materials, safety materials and incentive items that can be distributed to students; copy and reproduction costs; and other miscellaneous supplies. Funds will also be set aside for teacher education. The education component of the project will enable the State and the community to achieve their common goal of attaining a safer stretch of roadway by increasing the safety awareness of the students. Children will be encouraged to walk to school promoting a healthier life style.

C. ENCOURAGEMENT - Using events and activities to promote walking and bicycling.

Encouragement or motivation to walk and bike will be highly instilled among students, parents and teachers during the International Walk-Bike to School event that is proposed to coincide with the Grand Opening of the completion of the infrastructure improvements. Students will create banners while promotional materials will be provided to parents. Depending on the funding of this project, this event is scheduled for the Fall semester in 2012. The event is seen to be a great avenue to kick off motivation among surrounding communities. Students who continue to participate in physical activities which promote healthy lifestyles will receive incentives such as water bottles, pedometers, bike helmets, stickers, and buttons. In addition, guidance in developing personal fitness goals will be addressed through Physical Education programs.

Since our survey results identify only 3.5% of students are walkers and 1.4% are bikers, we have selected this target area to work with students to increase the number of walkers and bikers that travel to school. St John the Baptist Parish is proposing educational and encouragement programs that are designed to raise awareness of the health benefits of leisure walking and biking. Children and their parents who engage in moderate physical activities can reduce the possibility of the obesity and chronic disease. Walking and biking are ideal family activities, which can be done after homework and dinner, yet require limited financial investment.

D. ENFORCEMENT - Partnering with local law enforcement to ensure traffic laws are obeyed in the vicinity of schools (this includes enforcement of speeds, yielding to pedestrians in crossings, and proper walking and bicycling behaviors), and initiating community enforcement such as crossing guard programs.

As part of the application, new crosswalks, new signage and new striping will be constructed. A well coordinated partnership with the law enforcement agencies will reinforce and augment the activities that are already in place. It is proposed that two uniformed police officers (through St. John the Baptist Parish Sheriff's Office) will be scheduled to serve extra hours to be in the school zone area enforcing speed zones and crossing safety zones. These officers will help facilitate the renewed implementation during school pick-up and drop off hours.

Also, the budget includes funds to supplement the current enforcement activities of the Louisiana State Police Troop C and St. John the Baptist Parish Sheriff's Office around the school boundaries. These activities include additional police checks for seatbelt use and tailgating enforcement during major sport events. The Sheriff's Office joins forces with the school crossing guards to ensure pedestrian safety for students and parents in navigating the busy highway. Consistency in visual presence of enforcement officers serves as a reminder to drivers that school zones are in operation, thereby bringing awareness to the motoring public.

PLANS, & PHOTOGRAPHS
Label your responses ATTACHMENT C
10 Points

1. Attach project location map(s); project boundary map and site plan (if available). (8)



Figure 5 shows that Laplace Elementary School is in the middle of a cluster of neighborhoods on Greenwood, Evergreen and Carrollwood Drive.

New/Improved Sidewalks

Crosswalk Marks



Figure 6 shows the proposed locations for infrastructure improvements such as crosswalk markings and sidewalks.

2. Include photographs of the existing site and/or facility if applicable. (2)

Please note that this application will be reproduced, so please provide maps in a "reproducible friendly" format (on 8 ½" x 11" paper, No Polaroid pictures please). Comments on the projects should be outlined as captions.



This is a typical street crossing in the surrounding neighborhood. There are sidewalks and curb cuts throughout but there are some patches of broken sidewalks and some curbcuts that are painted and some not. Few cross markings and those present were faded.



PROJECT SUPPORT
Label your responses ATTACHMENT D
10 Points

- 1. Describe and document any local organizations, local agencies, citizen support or other project partners participating in the development of this project. (4)**

Our project partners and supporters are Laplace Elementary School Principal and St. John the Baptist Parish School Board Superintendent, St. John the Baptist Parish Sheriff's Office, Regional Planning Commission (RPC), St. John the Baptist Parish Sheriff's Office (SJPSO) in coordination with the St. John the Baptist District Attorney's Office, Louisiana State Police Troop C, St. John the Baptist Parish Council and the South Central Safe Community Partnership. St. John the Baptist Parish Public Works fully supports the infrastructure component of this project and coordinate all work permits /documentation necessary in the completion of the project. Non-infrastructure education/enforcement activities will be carried on by the school forerunners with the support of the SJPSO, RPC, Troop C and League of American Bicyclists.

See Attachment D for the letters of support.

- 2. Identify responsibility for maintenance and/or ongoing funding, if needed, to ensure the continued success of the project. Provide a letter or resolution of acceptance of responsibility. (4)**

Operations and maintenance will be performed by the St. John the Baptist Parish Public Works Department. Maintenance is expected to be limited to grass cutting and litter abatement, particularly in the first few years. Some pavement maintenance may be needed as times goes on.

- 3. Estimate the reoccurring funding required for the proposed project. (2)**

Maintenance costs will be included in the Public Works Dept. annual budget. Continuity in the non-infrastructure activities would be close to forty thousand dollars (\$40,000). All efforts will be made to seek additional funding for the most effective program elements in the succeeding years.

SURVEILLANCE AND EVALUATION
Label your responses ATTACHMENT E
10 Points

- 1. Please submit your plan for measuring success. Include projected outcomes, e.g. reduced driver speeds, number of students walking, traffic reduction. How do you plan to gather pre and post data on the percent of students walking and biking to school? (Applicants will be required to complete and submit standard surveys)(10)**

As part of the preparation for this application, a count of students walking and biking to school was taken by St. John Parish Council's grant administration office on February 3, 2011 using the teacher/parent survey form supplemented by additional data provided by the secretary. The Laplace Elementary School reported the following:

Total Enrollment: 1,079 students
Number of Walkers: 38 students (3.5%)
Number of Bikers: 15 students (1.4%)
School Bus Riders: 900 to 925 students (83.4% to 85.7%)

Dropped Off by Parents: 80 to 100 students (7.4% to 9.3%)
Other Means: 1 student (.1%)

The following performance measures will be carried out

SRTS Student Arrival and Departure Tally Sheet: This survey will be conducted by Laplace Elementary School's Physical Education (PE) teachers in October 2012 after the Education portion of the project has been implemented in order to measure the changes in the data collected on February 3, 2011. The goal is to encourage school bus riders (900 to 925 students) to adopt the practice of walking or biking to school.

Parent Survey: Upon completion of bike safety classes and/or during the International Walk-Bike to School Day, parents will be encouraged to fill in a Feedback Form. This Parent Survey will help track changes in attitudes of parents who allow or do not allow their children to bike or walk to school. These data will be provided to the Safe Routes National Resource Center so that they can be analyzed similarly to other programs.

Observational Survey: With the help of the school crossing guards, an observational survey will be done to determine how the cars respond to the reduction of speed and installation of crosswalks. Do drivers give way to pedestrians? Do drivers go beyond the school zone's speed limit?

Speeders' Tickets: With the help of police officers employed to enforce the reduced driver speeds on school zone, we will trace the number of speeding tickets issued to drivers within a period of six months. This will help determine whether fewer people are speeding in the area after the infrastructure and enforcement strategies are implemented.

Traffic Count Comparison: The existing traffic count will be compared to another traffic count obtained in 24 months (February 2013). This will determine the improvement of traffic flow during these peak hours: 6:00 a.m. to 8:00 a.m. and 2:00 p.m. to 4:00 p.m. We will analyze the data to measure the reduction on the number of cars actually dropping off/picking up kids at school as well as the number of cars just passing through the school zone.

Bike Safety Class Feedback: The number of children who attend and receive the benefits from the safety/education programs offered through this grant will also be used as a measure of project success. The impact of the program and the changes safety behavior must be monitored over a much longer period than the scope of this project would allow.

Crash Data Analysis: We will obtain and examine crash data from RPC for further analysis at 24 months and 48 months. Crash data, however, have certain limitations for evaluation purposes. If the number of crashes rises during the project implementation period, it would be hard to determine if the increase was due to poor safety or practically increased numbers of walkers and bikers. With this regards, we do not depend highly upon such data.

PROJECT COST**Label your responses ATTACHMENT F
15 Points**

1. Itemize ALL project elements and costs for which funding is being sought only. List item, description, quantity, unit price, amount, etc. Include items for mobilization, temporary signs and barricades, and construction layout (if layout is applicable and to be performed by contractor). Use the form in Appendix A for infrastructure cost estimate. Provide a separate estimate for non-infrastructure activities. (15)

All construction projects will be advertised and bid by DOTD and engineering firms will be advertised and selected by DOTD. Take this into consideration when preparing project costs.

Be sure to have as complete and accurate a cost estimate as possible for all phases of the work. Funding may not be available to cover inadequate cost estimates, and may jeopardize the completion of the project.

PROVIDE SEPARATE BUDGETS FOR INFRASTRUCTURE AND NON INFRASTRUCTURE PROJECTS.

BONUS SECTION**Label your responses ATTACHMENT G
Bonus 10 Points**

Attach an Action Plan that consists of the following parts: (10)

1. Define all infrastructure improvements and non-infrastructure activities that have been identified as needed during the problem identification process but are not a part of this request.

ACTION PLAN: To maximize optimum safety for students around the school premises and instilling bike safety knowledge through a pilot media campaign.

Strategy 1- Infrastructure: Adjacent to Laplace Elementary School is a large drainage canal that requires protective fencing as the current situation is a safety hazard for young children. Landscaping may also be necessary around the school zones.

Strategy 2 - Non-infrastructure: Although the so-called "Safety Town" program was originally aimed at preschool children, this can be a pilot program catering elementary school students. This specifically teaches pedestrian and bike safety wherein kids are given bike helmets as incentives.

2. Provide a cost estimate of each of the items.

Cost of drainage fencing and road landscaping will be determined by the engineering department of DOTD.

Based on the breakdown of expenses provided by a model program utilized at another school in the South Central Planning District -Napoleonville Middle School in Assumption Parish- their Safety Town events have run successfully with the following expenses covered:

1. Bike Helmets \$ 1,500 for approximately 300 students

2. Trainer's Fees	\$ 900 for 5-7 days
3. Bus Transportation	\$ 1,200
4. Lunch for Volunteers	\$ 500
5. Miscellaneous/Supplies	\$ 200
TOTAL	\$ 4,300

3. Assign a priority for each element

Drainage canal fencing is the first priority, followed by Safety Town, and then landscaping around the school zones.

4. Identify possible funding sources

The proposed drainage improvement and landscaping may be funded through DOTD's Transportation Enhancement Program while Safety Town may be funded by the partnering agencies of the South Central Safe Community Partnership funded through Louisiana Highway Safety Commission's (LHSC) Grant.

5. Propose a time frame for accomplishing all elements.

An estimated timeline of one to two years is achievable for the fencing and landscaping proposal. Safety Town can be best carried on around April or May 2012.

6. Describe the actions that will be taken to accomplish the plan.

By notifying DOTD of the drainage canal issues and the need to landscape some areas around Laplace Elementary School, opportunities for funding may be identified.

By partnering with South Central Safe Community Partnership, piloting Safety Town at Laplace Elementary School may be achievable.

CERTIFICATION

The undersigned has authority to sign on behalf of the Sponsor and certifies that the undersigned has legal authority to enter into contract to implement this project. The undersigned certifies that all information provided is complete and accurate to their best knowledge. The undersigned acknowledges that if the project is accepted by the Safe Routes to School Program, that funding and scope of work requested in this application **shall not** be changed from that originally requested. Any additional costs will be borne by the Sponsor.

Natalie Robottom
SIGNATURE

3/4/11
DATE

St. John the Baptist Parish President
TITLE

985-652-9569
PHONE NUMBER

Natalie Robottom
PRINTED NAME

Email your application in a word document to shalanda.cole@la.gov . Also, send one (1) bound application and four (4) stapled copies of the application.

The bound application and the extra 4 copies should be submitted to:

Louisiana Department of Transportation and Development
Safe Routes to School Program
Attention: Shalanda Cole, MBA
Section 82
P.O. Box 94245
Baton Rouge, LA 70804-9245

ATTACHMENT A.1.

LADOTD Crash List

All Crashes

Parish 48-St John
Road Name contains 'Greenwood'
2007-01-01 to 2009-12-31

Primary Road	Distance	Inter Road	tot acc	pdo acc	fat acc	inj acc	num fat	num inj	crash date	most harm evt	manner coll	surf cond	crash num	par ish	hour	int -	lv agy	dir trav	move prior
GREENWOOD	10 ft W of	0 EVERGREEN DR	1	1	0	0	0	0	2/18/2007	MV in Trans	Z	dry	1762361	48	12	0	C	SE	DN
GREENWOOD	0.3 mi E of	0 GOLVIEW DR	1	1	0	0	0	0	3/18/2007	Parked MV	S Swipe(od)	dry	1763505	48	10	0	C	W	BRR
GREENWOOD DRIVE	25 ft S of	IBERVILLE ST	1	1	0	0	0	0	11/19/2007	MV in Trans	Head on	dry	65033953	48	20	0	C	N	BR
Total	2007		3	3	0	0	0	0											
GREENWOOD		CARROLLWOOD DR	1	1	0	0	0	0	2/4/2008	MV in Trans	Left Turn-g	dry	103213406	48	11	1	C	S	BI
GREENWOOD		RIDGEFIELD DR	1	0	0	1	0	1	2/13/2008	MV in Trans	Rear End	dry	73938070	48	8	1	C	EE	QA
GREENWOOD	0 FT N of	FAIRWAY DR	1	1	0	0	0	0	6/11/2008	MV in Trans	Rt Angle	dry	84235828	48	14	1	C	ES	IB
GREENWOOD	500 FT S of	GLENDALE DR	1	1	0	0	0	0	6/15/2008		S Swipe(od)	dry	4855011	48	2	0	C	S	DR
GREENWOOD DRIVE		RIDGEFIELD DR	1	0	0	1	0	1	9/24/2008	MV in Trans	Rt Angle	dry	193652718	48	18	1	C	SW	AB
Total	2008		5	3	0	2	0	2											
GREENWOOD	0.1 MI E of	CARROLLWOOD DR	1	0	0	1	0	3	1/29/2009	MV in Trans	Rt Angle	dry	5521904	48	8	0	C	SE	WB
GREENWOOD		NEWPORT DR	1	1	0	0	0	0	4/2/2009	MV in Trans	Right Turn-h	dry	4792689	48	20	1	C	NN	PB
GREENWOOD			1	1	0	0	0	0	4/4/2009	MV in Trans	Z	dry	161817294	48	16	0	C	W	ZR
GREENWOOD			1	1	0	0	0	0	4/23/2009	MV in Trans	S Swipe(sd)	dry	163933812	48	17	0	C	EW	BR
GREENWOOD		IBERVILLE ST	1	1	0	0	0	0	5/18/2009		Rt Angle	dry	4792688	48	19	1	C	ES	JB
GREENWOOD		GLENDALE DR	1	1	0	0	0	0	9/17/2009	MV in Trans	Rear End	dry	162451062	48	16	1	C	WW	BJ
GREENWOOD	200 FT E of	CARROLLWOOD DR	1	1	0	0	0	0	10/7/2009	MV in Trans	Rear End	dry	5520308	48	17	0	C	WW	BM
GREENWOOD			1	1	0	0	0	0	10/9/2009	MV in Trans	Rear End	dry	203011406	48	9	0	C	WE	BA
Total	2009		8	7	0	1	0	3											
Grand	Total		16	13	0	3	0	5											

LADOTD Crash List

Departure Crashes

US 61 near Greenwood

Control-Section 007-04 between logmiles 3.19 and 4.18

2007-01-01 to 2009-12-31

Csect	Log Mile	tot acc	pdo acc	fat acc	inj acc	num fat	num inj	crash date	most harm evt	type coll	type acc	surf cond	crash num	par ish	hour	int	iv agy	dir trav	move prior
007-04	3.89	1	0	0	1	0	1	1/3/2007	MV in Trans	Rear End	Coll wt veh	dry	1760436	48	12	1	C	NN	BA
007-04	4.18	1	1	0	0	0	0	1/14/2007	MV in Trans	Rear End	Coll wt veh	dry	9071207	48	18	0	A	NN	BA
007-04	3.58	1	1	0	0	0	0	1/18/2007	MV in Trans	Rear End	Coll wt veh	wet	1761457	48	19	0	C	WW	BA
007-04	3.77	1	0	0	1	0	1	1/18/2007	MV in Trans	Left Turn-f	Coll wt veh	wet	1761413	48	18	0	C	EW	IB
007-04	3.86	1	1	0	0	0	0	1/19/2007	MV in Trans	Rt Angle	Coll wt veh	wet	1761459	48	13	0	C	WE	BI
007-04	3.76	1	0	0	1	0	1	1/22/2007	MV in Trans	Rt Angle	Coll wt veh	wet	1761538	48	12	0	C	SW	BB
007-04	3.2	1	1	0	0	0	0	1/25/2007	MV in Trans	S Swipe(sd)	Coll wt veh	dry	1761629	48	10	0	C	WW	HB
007-04	3.43	1	1	0	0	0	0	1/26/2007	MV in Trans	Rear End	Coll wt veh	dry	1761684	48	16	0	C	EEE	BAA
007-04	3.81	1	1	0	0	0	0	1/26/2007	MV in Trans	Rt Angle	Coll wt veh	dry	1761681	48	15	0	C	EW	PI
007-04	3.87	1	0	0	1	0	3	1/26/2007	MV in Trans	Rear End	Coll wt veh	dry	1761791	48	13	1	C	WW	BA
007-04	3.36	1	1	0	0	0	0	1/30/2007	MV in Trans	Other	Coll wt veh	wet	1761809	48	16	0	C	NW	WI
007-04	3.29	1	0	0	1	0	2	2/2/2007	MV in Trans	Rear End	Coll wt veh	dry	4582865	48	12	0	C	WW	BA
007-04	3.86	1	1	0	0	0	0	2/12/2007	MV in Trans	Rt Angle	Coll wt veh	dry	9075403	48	17	0	A	WS	BB
007-04	3.72	1	1	0	0	0	0	2/13/2007	MV in Trans	S Swipe(sd)	Coll wt veh	dry	1762230	48	20	0	C	WW	BB
007-04	4.15	1	1	0	0	0	0	2/14/2007	MV in Trans	Rt Angle	Coll wt veh	dry	1762255	48	18	1	C	ES	BB
007-04	3.61	1	1	0	0	0	0	2/15/2007	MV in Trans	Rear End	Coll wt veh	dry	1762285	48	19	1	C	EE	BA
007-04	3.82	1	1	0	0	0	0	2/15/2007	MV in Trans	Rt Angle	Coll wt veh	dry	1762280	48	17	0	C	SW	WB
007-04	3.86	1	1	0	0	0	0	2/15/2007	MV in Trans		Coll wt veh	dry	4584225	48	21	0	C	EE	BA
007-04	4.03	1	1	0	0	0	0	2/16/2007	MV in Trans	Left Turn-f	Coll wt veh	dry	1762296	48	12	0	C	NE	W
007-04	4.07	1	0	0	1	0	1	2/16/2007	MV in Trans	Rt Angle	Coll wt veh	dry	1762294	48	10	0	C	EE	TB
007-04	3.73	1	0	0	1	0	3	2/17/2007	MV in Trans	Rear End	Coll wt veh	dry	1762495	48	14	0	C	SE	BQ
007-04	3.75	1	1	0	0	0	0	2/17/2007	MV in Trans	Other	Coll wt veh	dry	4853854	48	18	0	C	SW	IB
007-04	3.2	1	1	0	0	0	0	2/18/2007	MV in Trans	Rt Angle	Run off rd	dry	9074903	48	19	0	A	SN	GB
007-04	4.06	1	1	0	0	0	0	2/18/2007	MV in Trans	Left Turn-f	Coll wt veh	dry	4582149	48	18	0	C	SN	IB
007-04	3.2	1	0	0	1	0	1	2/19/2007	MV in Trans	Rear End	Coll wt veh	dry	1762399	48	12	0	C	WWWW	BBBB
007-04	3.95	1	1	0	0	0	0	2/21/2007	MV in Trans	Rt Angle	Coll wt veh	dry	1762532	48	17	0	C	NW	ZB
007-04	3.3	1	1	0	0	0	0	2/27/2007	MV in Trans	Right Turn-h	Coll wt veh	dry	1762715	48	18	1	C	SW	JB
007-04	3.84	1	0	0	1	0	1	2/27/2007	MV in Trans	Head on	Coll wt veh	dry	1762701	48	12	0	C	SN	WW
007-04	3.88	1	0	0	1	0	1	3/1/2007	MV in Trans	Rear End	Coll wt veh	wet	1762796	48	14	1	C	NN	JA
007-04	3.98	1	1	0	0	0	0	3/1/2007	MV in Trans	Rear End	Coll wt veh	wet	1762794	48	13	0	C	EE	BA
007-04	4.16	1	1	0	0	0	0	3/7/2007	MV in Trans	Left Turn-f	Coll wt veh	dry	1763007	48	8	1	C	NW	IB
007-04	3.33	1	1	0	0	0	0	3/8/2007	MV in Trans	S Swipe(sd)	Coll wt veh	dry	1763084	48	18	0	C	EE	HA
007-04	3.32	1	1	0	0	0	0	3/10/2007	MV in Trans	Rear End	Coll wt veh	dry	1763158	48	14	0	C	EE	BA
007-04	3.89	1	1	0	0	0	0	3/13/2007	MV in Trans	Rear End	Coll wt veh	wet	1763554	48	16	1	C	WW	QA
007-04	3.63	1	1	0	0	0	0	3/15/2007	MV in Trans	Rear End	Coll wt veh	dry	1763417	48	20	1	C	WW	BA
007-04	3.84	1	1	0	0	0	0	3/16/2007	MV in Trans	Rt Angle	Coll wt veh	dry	1763454	48	20	0	C	SW	WB
007-04	3.86	1	1	0	0	0	0	3/17/2007	MV in Trans	Rear End	Coll wt veh	dry	1763486	48	16	1	C	WW	BA
007-04	3.91	1	1	0	0	0	0	3/17/2007	MV in Trans	Rear End	Coll wt veh	dry	1763488	48	19	1	C	WW	BA
007-04	3.5	1	1	0	0	0	0	3/19/2007	MV in Trans	Non Coll	Coll wt veh	dry	1763541	48	9	0	C	EE	BA
007-04	3.9	1	1	0	0	0	0	3/19/2007	MV in Trans	Rt Angle	Coll wt veh	dry	1763549	48	9	1	C	SW	BB
007-04	3.8	1	1	0	0	0	0	3/21/2007	MV in Trans	Rear End	Coll wt veh	wet	1763644	48	18	0	C	WW	BA
007-04	3.33	1	1	0	0	0	0	3/25/2007	MV in Trans	Rear End	Coll wt veh	dry	4853401	48	16	1	C	EE	BA
007-04	3.96	1	1	0	0	0	0	3/26/2007	MV in Trans	Rear End	Coll wt veh	dry	4854069	48	21	0	C	NN	BA
007-04	3.6	1	1	0	0	0	0	3/31/2007	MV in Trans	S Swipe(sd)	Coll wt veh	wet	9081856	48	17	0	A	SS	II
007-04	3.55	1	1	0	0	0	0	4/3/2007	MV in Trans	S Swipe(sd)	Coll wt veh	dry	9081214	48	13	0	A	NN	HP
007-04	3.87	1	0	0	1	0	3	4/7/2007	MV in Trans	Rear End	Coll wt veh	dry	1764408	48	12	0	C	WW	BB
007-04	4.06	1	1	0	0	0	0	4/9/2007	MV in Trans	Rt Angle	Coll wt veh	dry	1764490	48	17	0	C	SW	IB
007-04	3.93	1	0	0	1	0	3	4/12/2007	MV in Trans	Left Turn-f	Coll wt veh	dry	9082249	48	18	0	A	SN	IB
007-04	3.64	1	1	0	0	0	0	4/16/2007	MV in Trans	S Swipe(sd)	Coll wt veh	dry	9082373	48	17	0	A	SS	BQ
007-04	3.85	1	1	0	0	0	0	4/19/2007	MV in Trans	Rear End	Coll wt veh	dry	1764895	48	18	1	C	WW	BA
007-04	3.9	1	1	0	0	0	0	4/19/2007	MV in Trans	Rear End	Coll wt veh	dry	1764904	48	22	1	C	SS	BA
007-04	3.89	1	1	0	0	0	0	4/24/2007	MV in Trans	Other	Coll wt veh	dry	1765096	48	18	1	C	SS	DA
007-04	4.04	1	0	0	1	0	1	4/24/2007	MV in Trans	Left Turn-f	Coll wt veh	dry	1765091	48	18	0	C	EW	IB
007-04	3.22	1	1	0	0	0	0	4/25/2007	MV in Trans	Rear End	Coll wt veh	dry	1765130	48	15	0	C	WW	BA
007-04	4.03	1	1	0	0	0	0	4/26/2007	MV in Trans	Rear End	Coll wt veh	dry	1765206	48	18	0	C	WW	HA
007-04	3.87	1	1	0	0	0	0	4/27/2007	MV in Trans	Rear End	Coll wt veh	dry	1765254	48	23	1	C	NN	BB
007-04	3.23	1	0	0	1	0	1	4/30/2007	MV in Trans	Rt Angle	Coll wt veh	dry	1765352	48	19	0	C	SW	WB
007-04	3.45	1	0	0	1	0	1	4/30/2007	MV in Trans	Rear End	Coll wt veh	dry	1765350	48	18	0	C	WW	BQ
007-04	3.89	1	1	0	0	0	0	5/2/2007	MV in Trans	Rt Angle	Coll wt veh	dry	1765432	48	13	1	C	ES	IB
007-04	4.05	1	1	0	0	0	0	5/2/2007	MV in Trans	Rt Angle	Coll wt veh	dry	1765448	48	20	0	C	SE	VA
007-04	3.55	1	0	0	1	0	1	5/4/2007	MV in Trans	Left Turn-f	Coll wt veh	dry	1765559	48	21	1	C	EW	IB
007-04	4.16	1	1	0	0	0	0	5/5/2007	MV in Trans	Other	Coll wt veh	dry	1765562	48	1	1	C	SS	CA
007-04	3.55	1	1	0	0	0	0	5/15/2007	MV in Trans	Rear End	Coll wt veh	wet	1765998	48	16	0	C	WW	BB
007-04	4.13	1	1	0	0	0	0	5/17/2007	MV in Trans	Left Turn-f	Coll wt veh	dry	1766574	48	16	0	C	EW	IB

007-04	4.9	1	0	0	1	0	1	10/25/2007	MV in Trans	Rear End	Coll wt veh	dry	9107481	48	8	0	A	NNN	QQQ
007-04	5.25	1	1	0	0	0	0	10/25/2007	MV in Trans	Rear End	Coll wt veh	dry	1778247	48	8	1	C	WW	BQ
007-04	5.58	1	1	0	0	0	0	10/29/2007	MV in Trans	Right Turn-h	Coll wt veh	dry	1778695	48	22	1	C	SW	JB
007-04	4.71	1	1	0	0	0	0	10/31/2007	MV in Trans	Rear End	Coll wt veh	dry	4858989	48	16	0	C	EE	ZA
007-04	5.61	1	0	0	1	0	1	11/2/2007	Ditch	Rear End	Coll wt veh	dry	4854133	48	22	0	C	WW	BA
007-04	5.27	1	1	0	0	0	0	11/9/2007	MV in Trans	Rear End	Coll wt veh	dry	1779826	48	13	0	C	EE	BA
007-04	5.21	1	0	0	1	0	3	11/16/2007	MV in Trans	Rear End	Coll wt veh	dry	9106376	48	18	0	A	SSS	BZZ
007-04	5.38	1	0	0	1	0	3	11/17/2007	MV in Trans	Rt Angle	Coll wt veh	dry	9109863	48	22	0	A	WS	BB
007-04	4.32	1	1	0	0	0	0	11/20/2007	MV in Trans	Rear End	Coll wt veh	dry	7.11202E+13	48	17	1	C	EE	BA
007-04	4.41	1	1	0	0	0	0	11/20/2007	MV in Trans	Rear End	Coll wt veh	dry	7.11202E+13	48	18	1	C	EEE	BAA
007-04	5.72	1	1	0	0	0	0	11/20/2007	MV in Trans	Rear End	Coll wt veh	dry	7.11202E+13	48	18	0	C	WW	BB
007-04	4.72	1	1	0	0	0	0	11/21/2007	MV in Trans	Rear End	Coll wt veh	dry	4582436	48	14	0	C	EE	UU
007-04	5.34	1	0	0	1	0	1	11/26/2007	MV in Trans	Rear End	Coll wt veh	dry	9110009	48	18	0	A	NN	QQ
007-04	4.66	1	1	0	0	0	0	11/28/2007	MV in Trans	Rt Angle	Coll wt veh	dry	7.11291E+13	48	13	1	C	EW	IB
007-04	5.89	1	0	0	1	0	1	11/30/2007	MV in Trans	Rt Angle	Coll wt veh	dry	7.12031E+13	48	13	1	C	EW	IB
007-04	4.45	1	0	0	1	0	3	12/10/2007	MV in Trans	Rt Angle	Coll wt veh	dry	9113530	48	18	0	A	SS	JB
007-04	4.44	1	0	0	1	0	2	12/18/2007	MV in Trans	Other	Coll wt veh	dry	7.12181E+13	48	12	0	C	WW	ZZ
007-04	5.49	1	1	0	0	0	0	12/18/2007	MV in Trans	Rear End	Coll wt veh	dry	7.12182E+13	48	15	1	C	WW	BA
007-04	5.2	1	0	0	1	0	2	12/19/2007	MV in Trans	Rear End	Coll wt veh	dry	7.12201E+13	48	18	1	C	EE	BA
007-04	5.67	1	0	0	1	0	1	12/21/2007	Other Pole	Non Coll	Run off rd	dry	9114384	48	23	0	A	N	G
007-04	4.55	1	0	0	1	0	3	12/22/2007	MV in Trans	Rt Angle	Coll wt veh	dry	9115200	48	20	0	A	NS	VB
007-04	4.6	1	0	0	1	0	2	12/28/2007	MV in Trans	Rt Angle	Coll wt veh	dry	7.12282E+13	48	16	1	C	WS	BI
Total	2007	82	56	1	25	1	45												
007-04	5.87	1	0	0	1	0	1	1/4/2008	MV in Trans	Rt Angle	Coll wt veh	dry	9115158	48	6	1	A	WN	WR
007-04	4.43	1	0	0	1	0	1	1/6/2008	MV in Trans	S Swipe(s)	Coll wt veh	wet	9116012	48	2	0	A	NN	JB
007-04	4.53	1	1	0	0	0	0	1/7/2008	MV in Trans	Rear End	Coll wt veh	dry	4822396	48	9	0	C	EE	BB
007-04	4.53	1	0	0	1	0	1	1/7/2008	MV in Trans	Other	Coll wt veh	dry	4822395	48	8	0	C	WE	PM
007-04	4.57	1	1	0	0	0	0	1/7/2008	Other Fixed Object	Other	Run off rd	dry	4822645	48	20	0	C	E	G
007-04	5.98	1	0	0	1	0	1	1/8/2008	Unknown	Left Turn-e	Coll wt other obj	wet	4854771	48	18	0	C	EW	LB
007-04	4.53	1	1	0	0	0	0	1/10/2008	MV in Trans	Rear End	Coll wt veh	dry	4822397	48	13	0	C	EE	BA
007-04	4.63	1	0	0	1	0	1	1/15/2008	MV in Trans	Rear End	Coll wt veh	dry	8.01151E+13	48	8	1	C	SE	ZA
007-04	5.67	1	1	0	0	0	0	1/16/2008	MV in Trans	Rear End	Coll wt veh	wet	8.01161E+13	48	8	0	C	WW	QA
007-04	5.57	1	1	0	0	0	0	1/22/2008	MV in Trans	Rear End	Coll wt veh	dry	4822404	48	8	0	C	EE	BB
007-04	4.37	1	0	0	1	0	3	1/23/2008	MV in Trans	Rear End	Coll wt veh	dry	9118219	48	8	0	A	NNN	BAA
007-04	4.57	1	0	0	1	0	1	1/25/2008	MV in Trans	Rear End	Coll wt veh	wet	8.01251E+13	48	12	1	C	WW	BA
007-04	4.57	1	0	0	1	0	1	1/25/2008	MV in Trans	Rear End	Coll wt veh	wet	4379182	48	24	0	C	EE	BA
007-04	4.58	1	1	0	0	0	0	1/28/2008	MV in Trans	Rear End	Coll wt veh	dry	9118905	48	18	1	A	SSSS	BAAA
007-04	4.61	1	0	0	1	0	1	2/4/2008	MV in Trans	Rear End	Coll wt veh	dry	5576252	48	14	1	C	WW	BB
007-04	5.21	1	1	0	0	0	0	2/6/2008	MV in Trans	Rear End	Coll wt veh	dry	8.02061E+13	48	12	0	C	EE	BQ
007-04	5.3	1	1	0	0	0	0	2/11/2008	MV in Trans	Rear End	Coll wt veh	dry	8.02111E+13	48	11	0	C	WW	BP
007-04	5.47	1	0	0	1	0	2	2/12/2008	MV in Trans	Rear End	Coll wt veh	wet	8.02121E+13	48	15	0	C	EE	BA
007-04	4.45	1	1	0	0	0	0	2/13/2008	MV in Trans	S Swipe(s)	Coll wt veh	dry	8.02132E+13	48	20	1	C	WW	HB
007-04	5.04	1	0	0	1	0	1	2/14/2008	MV in Trans	Rear End	Coll wt veh	dry	8.02142E+13	48	18	0	C	WW	BQ
007-04	4.41	1	1	0	0	0	0	2/15/2008	MV in Trans	Rear End	Coll wt veh	wet	8.02152E+13	48	18	1	C	EE	BA
007-04	4.53	1	0	0	1	0	1	2/26/2008	MV in Trans	Rt Angle	Coll wt veh	dry	8.02262E+13	48	19	1	C	SW	IB
007-04	4.6	1	1	0	0	0	0	3/3/2008	MV in Trans	Rear End	Coll wt veh	wet	8.03071E+13	48	17	1	C	WW	BQ
007-04	5.52	1	0	0	1	0	1	3/16/2008	Pedestrian	Other	Coll wt ped	dry	4859001	48	21	0	C	E	B
007-04	4.67	1	1	0	0	0	0	3/20/2008	MV in Trans	Rt Angle	Coll wt veh	dry	8.03201E+13	48	15	1	C	ES	CJ
007-04	5.48	1	0	0	1	0	1	3/29/2008	MV in Trans	Rear End	Coll wt veh	wet	9124304	48	17	0	A	NNN	BAA
007-04	5.48	1	1	0	0	0	0	3/29/2008	MV in Trans	Left Turn-f	Coll wt veh	wet	9124303	48	16	1	A	SN	IB
007-04	4.53	1	1	0	0	0	0	4/1/2008	MV in Trans	Rear End	Coll wt veh	wet	8.04011E+13	48	15	1	C	WW	BA
007-04	5.19	1	0	0	1	0	3	4/10/2008	MV in Trans	Rt Angle	Coll wt veh	dry	5576651	48	23	1	C	EN	BB
007-04	5.55	1	0	0	1	0	1	4/12/2008	Pedestrian	Non Coll	Coll wt ped	dry	9127414	48	22	0	A	N	B
007-04	4.87	1	1	0	0	0	0	4/18/2008	MV in Trans	Rear End	Coll wt veh	wet	8.04182E+13	48	17	0	C	EEE	BAA
007-04	4.57	1	0	0	1	0	4	4/23/2008	MV in Trans	Rear End	Coll wt veh	dry	9129123	48	24	0	A	NNN	BAA
007-04	4.65	1	1	0	0	0	0	4/23/2008	Parked MV	Rear End	Coll wt pk car	dry	9130562	48	24	0	A	NN	AB
007-04	4.31	1	1	0	0	0	0	4/28/2008	MV in Trans	Rear End	Coll wt veh	dry	8.04282E+13	48	16	1	C	EE	BA
007-04	4.61	1	1	0	0	0	0	5/8/2008	MV in Trans	Rear End	Coll wt veh	dry	8.05081E+13	48	15	1	C	EE	BA
007-04	4.58	1	1	0	0	0	0	5/10/2008	MV in Trans	Rt Angle	Coll wt veh	dry	4689772	48	18	1	C	EW	BJ
007-04	4.62	1	1	0	0	0	0	5/13/2008	MV in Trans	Rear End	Coll wt veh	dry	4822427	48	19	0	C	EE	BA
007-04	4.58	1	1	0	0	0	0	5/15/2008	MV in Trans	Rear End	Coll wt veh	dry	8.05151E+13	48	12	1	C	WW	BA
007-04	5.53	1	0	0	1	0	4	5/16/2008	MV in Trans	Rt Angle	Coll wt veh	wet	8.05161E+13	48	15	0	C	NE	WB
007-04	4.36	1	1	0	0	0	0	5/22/2008	MV in Trans	Rear End	Coll wt veh	wet	8.05222E+13	48	16	1	C	EEEE	BBB
007-04	5.14	1	1	0	0	0	0	5/26/2008	MV in Trans	Other	Coll wt veh	dry	4584414	48	3	1	C	W	
007-04	5.16	1	0	0	1	0	3	5/31/2008	MV in Trans	Rear End	Coll wt veh	dry	8.05311E+13	48	7	0	C	WW	BB
007-04	5.49	1	1	0	0	0	0	6/2/2008	MV in Trans	Left Turn-f	Coll wt veh	dry	9134647	48	7	1	A	NS	BI

007-04	4.35	1	1	0	0	0	0	6/9/2008	MV in Trans	Rear End	Coll wt veh	wet	8.06092E+13	48	16	0	C	EE	BA
007-04	5.05	1	1	0	0	0	0	6/9/2008	MV in Trans	Rear End	Coll wt veh	wet	8.06091E+13	48	15	0	C	EE	B
007-04	4.58	1	0	0	1	0	1	6/11/2008	MV in Trans	Rt Angle	Coll wt veh	wet	5576291	48	17	0	C	EW	JB
007-04	4.32	1	1	0	0	0	0	6/12/2008	MV in Trans		Coll wt veh	wet	4853515	48	18	0	C	EW	ZU
007-04	4.89	1	1	0	0	0	0	6/12/2008	MV in Trans	Rear End	Coll wt veh	wet	4853514	48	17	0	C	EE	BQ
007-04	4.31	1	0	0	1	0	2	6/13/2008	MV in Trans	Rear End	Coll wt veh	wet	9133216	48	23	0	A	SS	BA
007-04	5.29	1	0	0	1	0	1	6/13/2008	MV in Trans	Rear End	Coll wt veh	dry	9136535	48	18	0	A	SSS	QAA
007-04	5.49	1	1	0	0	0	0	6/13/2008	MV in Trans	Rear End	Coll wt veh	wet	8.06132E+13	48	18	1	C	EE	QA
007-04	5.17	1	1	0	0	0	0	6/16/2008	MV in Trans	Rear End	Coll wt veh	dry	8.06162E+13	48	16	0	C	WW	BA
007-04	4.47	1	1	0	0	0	0	6/20/2008	MV in Trans	Rear End	Coll wt veh	dry	8.06201E+13	48	12	0	C	EE	BB
007-04	4.35	1	1	0	0	0	0	6/23/2008	MV in Trans	Rear End	Coll wt veh	dry	8.06231E+13	48	13	0	C	EE	QA
007-04	4.67	1	0	0	1	0	5	7/4/2008	MV in Trans	Rt Angle	Coll wt veh	dry	9137730	48	14	1	A	SNS	BBB
007-04	4.82	1	0	0	1	0	3	7/4/2008	Parked MV	Rear End	Run off rd	dry	9137461	48	22	0	A	SS	BA
007-04	4.42	1	1	0	0	0	0	7/9/2008	MV in Trans	Other	Coll wt veh	dry	8.07092E+13	48	18	1	C	EE	BI
007-04	4.48	1	1	0	0	0	0	7/9/2008	MV in Trans	Rear End	Coll wt veh	dry	8.07092E+13	48	18	0	C	WW	BA
007-04	5.28	1	0	0	1	0	2	7/9/2008	MV in Trans	Left Turn-f	Coll wt veh	wet	5575502	48	13	0	C	SE	MB
007-04	4.61	1	0	0	1	0	1	7/10/2008	MV in Trans	Rear End	Coll wt veh	dry	5575503	48	15	0	C	EE	BA
007-04	4.47	1	0	0	1	0	3	7/11/2008	MV in Trans	Rear End	Coll wt veh	dry	8.07111E+13	48	13	0	C	EEEE	BAAQ
007-04	4.3	1	1	0	0	0	0	7/14/2008	MV in Trans	S Swipe(s)	Coll wt veh	wet	5575506	48	15	0	C	WW	ZB
007-04	4.65	1	1	0	0	0	0	7/20/2008	MV in Trans	Rear End	Coll wt veh	dry	5575552	48	18	0	C	E	BA
007-04	4.63	1	1	0	0	0	0	7/21/2008	MV in Trans	Rear End	Coll wt veh	dry	8.07212E+13	48	18	0	C	EEW	BAA
007-04	4.44	1	1	0	0	0	0	7/22/2008	MV in Trans	S Swipe(s)	Coll wt veh	dry	8.07221E+13	48	12	1	C	EE	BA
007-04	4.35	1	1	0	0	0	0	7/23/2008	MV in Trans	Rear End	Coll wt veh	dry	8.07232E+13	48	18	0	C	EE	BA
007-04	5.5	1	1	0	0	0	0	7/25/2008	MV in Trans	Rear End	Coll wt veh	dry	4853898	48	18	1	C	EE	AB
007-04	4.5	1	1	0	0	0	0	7/29/2008	MV in Trans	Rear End	Coll wt veh	wet	8.07292E+13	48	16	0	C	EE	BA
007-04	5.5	1	0	0	1	0	1	7/30/2008	MV in Trans	Rear End	Coll wt veh	dry	8.07301E+13	48	7	1	C	EE	BA
007-04	4.39	1	1	0	0	0	0	7/31/2008	MV in Trans	Rt Angle	Coll wt veh	dry	8.07312E+13	48	21	1	C	SW	IB
007-04	4.57	1	1	0	0	0	0	8/8/2008	MV in Trans	S Swipe(s)	Coll wt veh	wet	8.08081E+13	48	13	1	C	WWW	HWQ
007-04	4.44	1	1	0	0	0	0	8/12/2008	MV in Trans	Rt Angle	Coll wt veh	dry	9141527	48	18	0	A	SS	IB
007-04	5.5	1	1	0	0	0	0	8/21/2008	MV in Trans		Coll wt veh	dry	5575553	48	19	1	C	NS	BL
007-04	4.41	1	1	0	0	0	0	8/25/2008	MV in Trans	Rear End	Coll wt veh	dry	8.08251E+13	48	15	0	C	EE	BA
007-04	5.22	1	0	0	1	0	1	8/26/2008	MV in Trans	Rear End	Coll wt veh	dry	9141932	48	24	0	A	NN	BI
007-04	5.48	1	0	0	1	0	1	8/27/2008	MV in Trans	Rear End	Coll wt veh	dry	8.08271E+13	48	14	1	C	EE	BA
007-04	5.17	1	1	0	0	0	0	9/4/2008	MV in Trans	Rear End	Coll wt veh	dry	9145051	48	10	1	A	SS	BA
007-04	5.15	1	1	0	0	0	0	9/8/2008	MV in Trans	Rear End	Coll wt veh	dry	8.09081E+13	48	11	1	C	NN	BA
007-04	4.58	1	1	0	0	0	0	9/9/2008	MV in Trans	Other	Coll wt veh	dry	5575528	48	8	1	C	SS	BB
007-04	5.48	1	1	0	0	0	0	9/15/2008	MV in Trans	Rear End	Coll wt veh	wet	8.09151E+13	48	12	1	C	EEE	BAA
007-04	4.36	1	0	0	1	0	1	9/16/2008	MV in Trans	Rear End	Coll wt veh	dry	8.09161E+13	48	15	0	C	EEE	BAA
007-04	4.58	1	0	0	1	0	2	9/18/2008	MV in Trans	Rt Angle	Coll wt veh	dry	9146456	48	1	1	A	NW	BI
007-04	4.67	1	1	0	0	0	0	9/18/2008	MV in Trans	Other	Coll wt veh	dry	4582906	48	1	1	C	EE	HB
007-04	5.4	1	1	0	0	0	0	9/20/2008	MV in Trans	Rear End	Coll wt veh	wet	8.09202E+13	48	15	0	C	EE	QQ
007-04	5.46	1	1	0	0	0	0	9/22/2008	Crossed Med/CL	S Swipe(s)	Run off rd	dry	4854967	48	21	0	C	WW	HB
007-04	5.49	1	1	0	0	0	0	9/22/2008	MV in Trans	Rear End	Coll wt veh	dry	8.09222E+13	48	18	0	C	WW	AA
007-04	4.39	1	1	0	0	0	0	9/24/2008	MV in Trans	Rear End	Coll wt veh	dry	8.09241E+13	48	14	1	C	EE	BQ
007-04	4.31	1	1	0	0	0	0	9/25/2008	MV in Trans	Left Turn-e	Coll wt veh	dry	5575536	48	13	1	C	EE	MA
007-04	4.5	1	1	0	0	0	0	9/30/2008	MV in Trans	Rear End	Coll wt veh	dry	8.09302E+13	48	16	0	C	EW	BB
007-04	4.43	1	1	0	0	0	0	10/2/2008	MV in Trans	Rt Angle	Coll wt veh	dry	8.10091E+13	48	14	0	C	NE	WB
007-04	5.47	1	0	0	1	0	1	10/18/2008	MV in Trans	Rear End	Coll wt veh	dry	9149497	48	12	0	A	NN	BA
007-04	5.29	1	0	0	1	0	1	10/22/2008	MV in Trans	Rear End	Coll wt veh	dry	8.10222E+13	48	20	0	C	EE	BB
007-04	5.22	1	0	0	1	0	1	10/23/2008	MV in Trans	Rear End	Coll wt veh	wet	9150162	48	17	0	A	SS	BA
007-04	4.83	1	1	0	0	0	0	10/24/2008	MV in Trans	Rear End	Coll wt veh	dry	4792675	48	23	0	C	EE	BB
007-04	4.42	1	0	0	1	0	2	10/30/2008	MV in Trans	Rt Angle	Coll wt veh	dry	9151692	48	9	1	A	SN	BB
007-04	4.58	1	1	0	0	0	0	11/2/2008	MV in Trans	Rt Angle	Coll wt veh	dry	9151439	48	18	0	A	NN	WB
007-04	4.44	1	0	0	1	0	1	11/3/2008	MV in Trans	Rear End	Coll wt veh	dry	4822438	48	18	0	C	EE	BB
007-04	4.63	1	0	0	1	0	2	11/4/2008	MV in Trans	Rear End	Coll wt veh	dry	9152741	48	22	0	A	SS	BA
007-04	5.24	1	0	0	1	0	5	11/4/2008	MV in Trans	Left Turn-e	Coll wt veh	dry	9153512	48	15	1	A	SN	IB
007-04	5.39	1	1	0	0	0	0	11/6/2008	MV in Trans	Rear End	Coll wt veh	wet	8.11052E+13	48	16	0	C	EE	QA
007-04	5.5	1	0	0	1	0	2	11/6/2008	MV in Trans	Rt Angle	Coll wt veh	dry	9153447	48	12	1	A	SN	BI
007-04	4.44	1	1	0	0	0	0	11/12/2008	MV in Trans	Left Turn-e	Coll wt veh	wet	9154196	48	17	1	A	SN	BB
007-04	5.96	1	1	0	0	0	0	11/14/2008	MV in Trans	Rear End	Coll wt veh	wet	5576764	48	8	0	C	WW	BA
007-04	4.58	1	0	0	1	0	2	11/19/2008	MV in Trans	Rear End	Coll wt veh	dry	8.11192E+13	48	15	0	C	EEE	BQA
007-04	4.31	1	1	0	0	0	0	11/25/2008	MV in Trans	Rear End	Coll wt veh	dry	8.11251E+13	48	11	1	C	EE	BA
007-04	5.24	1	1	0	0	0	0	11/25/2008	MV in Trans	Rear End	Coll wt veh	dry	8.11252E+13	48	18	1	C	EE	BA
007-04	4.43	1	1	0	0	0	0	11/26/2008	MV in Trans	Rt Angle	Coll wt veh	dry	9153578	48	10	1	A	ES	IB
007-04	4.58	1	1	0	0	0	0	11/29/2008	MV in Trans	Rear End	Coll wt veh	wet	5576770	48	13	1	C	EE	BA
007-04	5.2	1	0	0	1	0	1	11/29/2008	MV in Trans	Rear End	Coll wt veh	wet	5576772	48	14	0	C	WW	BB
007-04	5.63	1	1	0	0	0	0	12/2/2008	MV in Trans	Non Coll	Coll wt veh	dry	5576776	48	12	0	C	E	B

007-04	4.46	1	1	0	0	0	0	12/3/2008	MV in Trans	Rt Angle	Coll wt veh	dry	9156985	48	8	1	A	SN	JB
007-04	4.35	1	0	0	1	0	2	12/10/2008	MV in Trans	Rt Angle	Coll wt veh	wet	9154199	48	18	0	A	SN	BI
007-04	4.41	1	1	0	0	0	0	12/10/2008	Util Pole/Light Sup	Non Coll	Coll wt veh	dry	8.12101E+13	48	12	0	C	W	D
Total	2008	113	70	0	43	0	76												
007-04	4.54	1	0	0	1	0	1	1/7/2009	MV in Trans	Rear End	Coll wt veh	dry	5576788	48	15	0	C	EE	BB
007-04	4.45	1	1	0	0	0	0	1/8/2009	MV in Trans	S Swipe(s)	Coll wt veh	dry	9.01082E+13	48	17	0	C	EE	HB
007-04	5.5	1	1	0	0	0	0	1/9/2009	MV in Trans	Rear End	Coll wt veh	dry	9.01131E+13	48	16	0	C	WW	BA
007-04	5.6	1	1	0	0	0	0	1/12/2009	MV in Trans	S Swipe(s)	Coll wt veh	dry	9.01121E+13	48	8	0	C	EE	HB
007-04	5.86	1	1	0	0	0	0	1/13/2009	MV in Trans	Rear End	Coll wt veh	dry	5576790	48	15	0	C	EE	BA
007-04	5.5	1	0	0	1	0	1	1/15/2009	MV in Trans	Rear End	Coll wt veh	dry	9.01161E+13	48	9	0	C	WW	BA
007-04	4.3	1	1	0	0	0	0	1/20/2009	MV in Trans	Rt Angle	Coll wt veh	dry	5576794	48	17	1	C	WS	BW
007-04	5.5	1	1	0	0	0	0	1/24/2009	MV in Trans	Rear End	Coll wt veh	dry	9.01241E+13	48	14	1	C	EE	BA
007-04	4.3	1	1	0	0	0	0	1/27/2009	MV in Trans	S Swipe(s)	Coll wt veh	dry	9163365	48	1	0	A	NN	ZA
007-04	5.86	1	1	0	0	0	0	1/27/2009	MV in Trans	Rear End	Coll wt veh	dry	9.01272E+13	48	18	1	C	EE	BA
007-04	4.59	1	1	0	0	0	0	1/31/2009	MV in Trans	Rear End	Coll wt veh	dry	4822111	48	18	1	C	EE	BB
007-04	5.5	1	1	0	0	0	0	2/3/2009	MV in Trans	Rear End	Coll wt veh	dry	9.02032E+13	48	19	1	C	WW	BA
007-04	4.3	1	1	0	0	0	0	2/12/2009	MV in Trans	Rear End	Coll wt veh	dry	9.02122E+13	48	22	1	C	EE	BA
007-04	4.53	1	0	0	1	0	3	2/13/2009	MV in Trans	Rear End	Coll wt veh	wet	5521453	48	15	0	C	EW	BQ
007-04	4.52	1	1	0	0	0	0	2/17/2009	MV in Trans	Rear End	Coll wt veh	dry	9.02172E+13	48	19	0	C	EE	BA
007-04	4.45	1	1	0	0	0	0	2/18/2009	MV in Trans	Rear End	Coll wt veh	dry	4822114	48	17	1	C	WW	BQ
007-04	4.65	1	1	0	0	0	0	2/19/2009	MV in Trans	Rear End	Coll wt veh	dry	5575462	48	12	0	C	EE	BB
007-04	4.48	1	0	0	1	0	1	2/22/2009	MV in Trans	Rear End	Coll wt veh	dry	5260270	48	16	0	C	WW	BQ
007-04	4.98	1	1	0	0	0	0	2/25/2009	MV in Trans	Rear End	Coll wt veh	dry	5521807	48	6	0	C	WWW	BQB
007-04	4.3	1	1	0	0	0	0	2/26/2009	MV in Trans	Right Turn-h	Coll wt veh	dry	5575470	48	19	1	C	NW	IB
007-04	5.66	1	1	0	0	0	0	2/26/2009	MV in Trans	Left Turn-f	Coll wt veh	dry	5575469	48	18	0	C	EE	BB
007-04	5.09	1	1	0	0	0	0	3/6/2009	MV in Trans	S Swipe(s)	Coll wt veh	dry	9.03062E+13	48	18	0	C	EE	BH
007-04	5.86	1	0	0	1	0	1	3/8/2009	MV in Trans	Rt Angle	Coll wt veh	dry	9167182	48	16	0	A	NN	ZH
007-04	4.42	1	0	0	1	0	1	3/16/2009	MV in Trans	Rear End	Coll wt veh	wet	9.03161E+13	48	10	1	C	NN	BA
007-04	5.46	1	1	0	0	0	0	3/16/2009	MV in Trans	Rear End	Coll wt veh	wet	5521455	48	11	0	C	WW	BB
007-04	5.29	1	0	0	1	0	1	3/17/2009	Culvert	Non Coll	Coll wt veh	dry	9168514	48	7	0	A	S	B
007-04	4.78	1	1	0	0	0	0	3/18/2009	MV in Trans	Rear End	Coll wt veh	dry	5576925	48	19	0	C	EE	BA
007-04	4.3	1	0	0	1	0	1	3/20/2009	MV in Trans	Rear End	Coll wt veh	dry	9.03202E+13	48	18	1	C	EE	AB
007-04	4.73	1	1	0	0	0	0	3/24/2009	MV in Trans	Left Turn-f	Coll wt veh	wet	9.03242E+13	48	16	0	C	WE	KB
007-04	4.3	1	1	0	0	0	0	3/26/2009	MV in Trans	S Swipe(s)	Coll wt veh	wet	9171408	48	23	0	A	NN	BA
007-04	5.19	1	0	0	1	0	1	3/26/2009	MV in Trans	Rear End	Coll wt veh	wet	9.03261E+13	48	8	1	C	EE	BB
007-04	4.65	1	1	0	0	0	0	3/27/2009	MV in Trans	Rear End	Coll wt veh	wet	4822116	48	16	1	C	EE	BB
007-04	5.44	1	1	0	0	0	0	3/27/2009	MV in Trans	Rear End	Coll wt veh	wet	4793990	48	16	0	C	WW	QA
007-04	4.55	1	1	0	0	0	0	3/30/2009	MV in Trans	Rear End	Coll wt veh	dry	9170489	48	5	0	A	NN	BA
007-04	5.5	1	1	0	0	0	0	4/2/2009	MV in Trans	Rear End	Coll wt veh	dry	4582991	48	18	1	C	WW	BA
007-04	4.59	1	1	0	0	0	0	4/3/2009	MV in Trans	Rear End	Coll wt veh	dry	9.04031E+13	48	16	1	C	EE	BA
007-04	4.3	1	1	0	0	0	0	4/6/2009	MV in Trans	Rear End	Coll wt veh	dry	9.04061E+13	48	15	0	C	WW	BB
007-04	5.5	1	0	1	0	1	1	4/6/2009	MV in Trans	Rear End	Coll wt veh	dry	9162924	48	17	1	A	SS	HA
007-04	5.94	1	1	0	0	0	0	4/6/2009	MV in Trans	Rear End	Coll wt veh	dry	9.04061E+13	48	7	0	C	EE	BA
007-04	4.33	1	1	0	0	0	0	4/15/2009	MV in Trans	Rear End	Coll wt veh	dry	9.04162E+13	48	16	0	C	EE	BA
007-04	4.3	1	1	0	0	0	0	4/16/2009	MV in Trans	Rt Angle	Coll wt veh	dry	9.04161E+13	48	13	0	C	EW	BW
007-04	5.12	1	0	0	1	0	2	4/17/2009	MV in Trans	Rear End	Coll wt veh	dry	5575493	48	14	0	C	EE	BB
007-04	4.8	1	0	0	1	0	1	4/18/2009	Util Pole/Light Sup	Non Coll	Coll wt veh	wet	9172154	48	3	0	A	N	B
007-04	5.8	1	1	0	0	0	0	4/24/2009	MV in Trans	Rear End	Coll wt veh	dry	5521461	48	8	0	C	EE	BB
007-04	4.41	1	1	0	0	0	0	4/28/2009	MV in Trans	Rt Angle	Coll wt veh	dry	9.04281E+13	48	15	1	C	ES	IB
007-04	5.25	1	1	0	0	0	0	4/28/2009	MV in Trans	Rear End	Coll wt veh	dry	4582922	48	6	0	C	WW	BA
007-04	4.58	1	0	0	1	0	2	5/1/2009	MV in Trans	Left Turn-f	Coll wt veh	dry	9172259	48	23	1	A	SN	IB
007-04	4.59	1	0	0	1	0	1	5/1/2009	MV in Trans	Non Coll	Coll wt veh	dry	5521463	48	15	0	C	SE	EB
007-04	4.51	1	1	0	0	0	0	5/8/2009	MV in Trans	Rt Angle	Coll wt veh	dry	9.05091E+13	48	13	0	C	WE	IB
007-04	4.45	1	1	0	0	0	0	5/11/2009	MV in Trans	Rt Angle	Coll wt veh	dry	9176992	48	18	1	A	NS	IO
007-04	4.65	1	0	0	1	0	2	5/11/2009	MV in Trans	Left Turn-e	Coll wt veh	dry	9175013	48	13	1	A	NN	IB
007-04	4.86	1	1	0	0	0	0	5/14/2009	MV in Trans	Rear End	Coll wt veh	wet	9.05151E+13	48	16	1	C	EEE	BAA
007-04	5.06	1	1	0	0	0	0	5/28/2009	MV in Trans	Rear End	Coll wt veh	dry	9.05282E+13	48	18	0	C	EE	QA
007-04	4.58	1	0	0	1	0	1	5/29/2009	MV in Trans	Rear End	Run off rd	dry	5576569	48	24	1	C	WW	ZB
007-04	4.96	1	1	0	0	0	0	6/3/2009	MV in Trans	Rear End	Coll wt veh	dry	9.06032E+13	48	18	0	C	EE	BQ
007-04	5.63	1	1	0	0	0	0	6/3/2009	MV in Trans	Head on	Coll wt veh	dry	9179189	48	13	0	A	NNS	JBA
007-04	4.65	1	1	0	0	0	0	6/11/2009	MV in Trans	Other	Coll wt veh	dry	5520417	48	16	0	C	WW	FB
007-04	5.5	1	1	0	0	0	0	6/11/2009	MV in Trans	Rear End	Coll wt veh	dry	5520421	48	21	1	C	EE	BA
007-04	4.58	1	1	0	0	0	0	6/17/2009	MV in Trans	Other	Coll wt veh	dry	9.06172E+13	48	18	0	C	EE	HB
007-04	4.3	1	0	0	1	0	2	6/21/2009	MV in Trans	Rear End	Coll wt veh	dry	9181741	48	14	0	A	SS	AA
007-04	4.3	1	0	0	1	0	1	6/21/2009	MV in Trans	Rt Angle	Coll wt veh	dry	9181721	48	7	1	A	NE	BB
007-04	5.21	1	1	0	0	0	0	6/29/2009	MV in Trans	Rear End	Coll wt veh	dry	9181723	48	6	0	A	NN	JB

007-04	4.3	1	1	0	0	0	0	7/1/2009	MV in Trans	Rear End	Coll wt veh	dry	9.07071E+13	48	19	1	C	EE	QA
007-04	4.35	1	1	0	0	0	0	7/9/2009	MV in Trans	Left Turn-g	Coll wt veh	dry	9184020	48	6	0	A	ES	IB
007-04	5.86	1	1	0	0	0	0	7/10/2009	MV in Trans	Rear End	Coll wt veh	dry	9.07102E+13	48	18	1	C	EE	BA
007-04	5.11	1	1	0	0	0	0	7/14/2009	MV in Trans	Rear End	Coll wt veh	wet	5520433	48	18	0	C	EE	BB
007-04	4.3	1	1	0	0	0	0	7/16/2009	MV in Trans	Rt Angle	Coll wt veh	dry	9183689	48	7	1	A	NS	JB
007-04	5.31	1	1	0	0	0	0	7/16/2009	MV in Trans	S Swipe(sd)	Coll wt veh	wet	5520436	48	19	0	C	WW	BB
007-04	5.14	1	1	0	0	0	0	7/18/2009	MV in Trans	Other	Coll wt veh	dry	9.07201E+13	48	15	0	C	WW	WB
007-04	5.89	1	1	0	0	0	0	8/4/2009	Ran off Road-R	Non Coll	Coll wt veh	dry	9.08042E+13	48	21	1	C	W	J
007-04	4.59	1	0	0	1	0	1	8/5/2009	MV in Trans	Rear End	Coll wt veh	dry	9.08051E+13	48	10	1	C	EE	BA
007-04	5.5	1	1	0	0	0	0	8/6/2009	MV in Trans	Left Turn-f	Coll wt veh	dry	5520856	48	11	1	C	S	I
007-04	4.45	1	1	0	0	0	0	8/7/2009	MV in Trans	Rear End	Coll wt veh	dry	4584298	48	18	1	C	SS	BA
007-04	5.5	1	1	0	0	0	0	8/8/2009	MV in Trans	Rt Angle	Coll wt veh	dry	9.08082E+13	48	17	1	C	WS	BB
007-04	4.3	1	1	0	0	0	0	8/10/2009	MV in Trans	Other	Coll wt veh	dry	5521409	48	6	1	C	E	B
007-04	5.15	1	1	0	0	0	0	8/14/2009	MV in Trans	Rear End	Coll wt veh	dry	9188164	48	18	0	A	SSS	BAA
007-04	4.3	1	1	0	0	0	0	8/17/2009	MV in Trans	Rear End	Coll wt veh	wet	5520857	48	16	1	C	EE	BA
007-04	4.59	1	1	0	0	0	0	8/24/2009	MV in Trans	Other	Coll wt veh	dry	9.08251E+13	48	19	1	C	ES	AN
007-04	5.2	1	1	0	0	0	0	9/1/2009	MV in Trans	Rear End	Coll wt veh	dry	9.09011E+13	48	10	1	C	EEE	BBA
007-04	5.39	1	0	0	1	0	1	9/4/2009	MV in Trans	Rear End	Coll wt veh	dry	9189584	48	7	0	A	NN	BB
007-04	5.06	1	1	0	0	0	0	9/9/2009	MV in Trans	Rear End	Coll wt veh	wet	9.09092E+13	48	15	1	C	EEE	BAA
007-04	4.42	1	1	0	0	0	0	9/10/2009	MV in Trans	Rear End	Coll wt veh	wet	9.0911E+13	48	16	1	C	EE	BB
007-04	4.33	1	1	0	0	0	0	9/15/2009	MV in Trans	S Swipe(sd)	Coll wt veh	dry	5520864	48	13	0	C	EE	BA
007-04	4.33	1	1	0	0	0	0	9/19/2009	MV in Trans	Rear End	Coll wt veh	dry	9.09191E+13	48	10	0	C	WW	BA
007-04	4.3	1	0	0	1	0	2	9/21/2009	MV in Trans	Left Turn-f	Coll wt veh	wet	20090012381	48	20	1	A	NS	BI
007-04	4.55	1	0	0	1	0	1	9/22/2009	Unknown	Rear End	Coll wt other obj	wet	5520866	48	16	0	C	EE	ZA
007-04	4.58	1	1	0	0	0	0	9/22/2009	MV in Trans	Rear End	Coll wt veh	wet	9.09231E+13	48	15	0	C	EE	BB
007-04	5.12	1	1	0	0	0	0	9/22/2009	MV in Trans	Other	Coll wt veh	wet	5520867	48	15	0	C	EE	FB
007-04	5.19	1	1	0	0	0	0	9/22/2009	MV in Trans	Rear End	Coll wt veh	wet	4822354	48	21	0	C	WW	BA
007-04	5.5	1	1	0	0	0	0	9/24/2009	MV in Trans	Rear End	Coll wt veh	wet	5520870	48	17	1	C	EE	BA
007-04	4.41	1	0	0	1	0	4	9/25/2009	MV in Trans	Rear End	Coll wt veh	dry	20090013833	48	20	0	A	SSSS	BAAK
007-04	4.58	1	0	0	1	0	1	10/3/2009	MV in Trans	Rear End	Coll wt veh	dry	20090011106	48	19	0	A	NN	HB
007-04	5.5	1	1	0	0	0	0	10/9/2009	MV in Trans	Other	Coll wt veh	dry	5589948	48	6	0	C	EE	RB
007-04	5.57	1	0	1	0	1	0	10/14/2009	Pedestrian	Non Coll	Coll wt ped	dry	20090012387	48	6	0	A	N	B
007-04	5.09	1	0	0	1	0	3	10/18/2009	MV in Trans	Rear End	Coll wt veh	dry	20090022870	48	17	0	A	SS	QA
007-04	4.65	1	0	0	1	0	1	10/19/2009	MV in Trans	Left Turn-g	Coll wt veh	dry	20090020132	48	12	0	A	SS	IB
007-04	5.2	1	1	0	0	0	0	10/20/2009	MV in Trans	Rear End	Coll wt veh	dry	9.10201E+13	48	12	1	C	EE	BA
007-04	5.15	1	1	0	0	0	0	10/23/2009	MV in Trans	Rear End	Coll wt veh	dry	9.10232E+13	48	17	0	C	EE	BQ
007-04	4.59	1	0	0	1	0	1	10/27/2009	MV in Trans	Left Turn-e	Coll wt veh	dry	20090018342	48	13	1	A	NS	BI
007-04	4.3	1	1	0	0	0	0	10/28/2009	MV in Trans	Left Turn-f	Coll wt veh	dry	9.10282E+13	48	15	1	C	SN	IB
007-04	4.3	1	1	0	0	0	0	10/31/2009	MV in Trans	Left Turn-e	Coll wt veh	dry	9.10312E+13	48	16	1	C	SN	IB
007-04	4.59	1	1	0	0	0	0	11/10/2009	MV in Trans	Rear End	Coll wt veh	dry	9.11102E+13	48	18	1	C	EE	HQ
007-04	5.21	1	0	0	1	0	8	11/13/2009	MV in Trans	Rear End	Coll wt veh	dry	20090025472	48	15	0	A	SS	BA
007-04	5.5	1	1	0	0	0	0	11/16/2009	MV in Trans	Other	Coll wt veh	dry	9.11162E+13	48	16	1	C	S	ZB
007-04	4.3	1	0	0	1	0	2	11/17/2009	MV in Trans	Rear End	Coll wt veh	dry	9.11181E+13	48	21	1	C	WW	QM
007-04	5.59	1	1	0	0	0	0	11/22/2009	Util Pole/Light Sup	Non Coll	Coll wt veh	wet	5519802	48	1	0	C	W	B
007-04	4.86	1	1	0	0	0	0	11/24/2009	MV in Trans	Rear End	Coll wt veh	dry	9.11242E+13	48	10	1	C	EE	BA
007-04	4.36	1	1	0	0	0	0	11/29/2009	MV in Trans	Rear End	Coll wt veh	dry	4822170	48	18	0	C	EE	BQ
007-04	4.45	1	1	0	0	0	0	12/3/2009	MV in Trans	Left Turn-f	Coll wt veh	dry	5576577	48	18	1	C	EW	BI
007-04	4.59	1	1	0	0	0	0	12/10/2009	MV in Trans	Rear End	Coll wt veh	dry	9.12102E+13	48	18	1	C	EEEE	BQAA
007-04	5.19	1	0	0	1	0	1	12/15/2009	MV in Trans	Rear End	Coll wt veh	wet	9.12151E+13	48	9	1	C	EE	BA
007-04	5.49	1	1	0	0	0	0	12/19/2009	MV in Trans	Rt Angle	Coll wt veh	dry	20090020212	48	14	1	A	NS	QB
Total	2009	112	81	2	29	2	50												
Grand Total	307	207	3	97	3	171													

CONFIDENTIAL INFORMATION - This document is exempt from discovery or admission under 23 U.S.C. 409. Contact the Traffic Safety Office at (225) 379-1941 before releasing any information.

report generated by on 2/9/2011

ATTACHMENT A.2.

Site Code: 824
Station ID: 824
Carrollwood Drive
Just north of US 61
Latitude: 0' 0.000 Undefined

[illegible]

Site Code: 824
Station ID: 824
Carrollwood Drive
Just north of US 61
Latitude: 0' 0.000 Undefined

Comb. Total	10604	9785	9948	10139	11254	2592	5282	15481
ADT	ADT 10.346		AADT 10.346					



Houma-Thibodaux MPO

Lane one WB towards Carrollwood
Lane two EB away from Carrollwood
Count By: Mitch

5058 W. Main Street
Houma, LA 70360
985-851-2900

Site Code: 46
Station ID: 46
Greenwood
East of Carrollwood
Latitude: 0' 0.000 Undefined

Start Time	07-Feb-11		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	11	7
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	7	7
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	6	7
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	6	6
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	6	5
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	7	3
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	4	3
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	10	4
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	10	11
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	24	15
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	27	24
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	34	31
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	37	41
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	46	41
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	56	51
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	54	52
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	47	51
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	72	57
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	62	64
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	55	52
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	43	40
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	38	33
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	18	24
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	11	18
Lane	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	11
Day	0		0		0		0		0		986		1332		713	
AM Peak Vol.	0		0		0		0		0		501		11:00		1368	
PM Peak Vol.	0		0		0		0		0		15:00		11:00		17:00	
	0		0		0		0		0		63		41		62	
	0		0		0		0		0		72		67		64	



Houma-Thibodaux MPO

5058 W. Main Street
Houma, LA 70360
985-851-2900

Lane one WB towards Carrollwood
Lane two EB away from Carrollwood
Count By: Mitch

Site Code: 46
Station ID: 46
Greenwood
East of Carrollwood
Latitude: 0' 0.000 Undefined

Start Time	14-Feb-11		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
12:00 AM	4	5	6	5	3	3	3	3	4	2	6	7	*	*	4	4
01:00	3	2	1	1	0	1	1	1	3	2	10	3	*	*	3	2
02:00	2	3	2	1	1	0	2	1	5	1	2	5	*	*	2	2
03:00	2	4	2	2	0	2	1	2	2	2	5	2	*	*	2	2
04:00	6	1	6	0	5	1	3	2	4	0	2	2	*	*	4	1
05:00	19	4	15	5	14	4	14	8	15	4	7	4	*	*	14	5
06:00	36	27	40	18	37	25	30	20	28	17	8	4	*	*	30	18
07:00	152	120	141	125	133	120	143	131	140	125	18	12	*	*	121	106
08:00	150	105	149	93	141	88	154	102	132	97	67	54	*	*	132	90
09:00	55	53	49	37	45	47	58	49	74	48	70	53	*	*	58	48
10:00	40	42	44	36	33	42	40	40	56	37	62	46	*	*	46	40
11:00	46	45	53	52	53	51	48	48	64	64	0	0	*	*	44	43
12:00 PM	65	64	54	49	58	54	54	48	64	64	*	*	*	*	59	56
01:00	65	61	61	53	66	56	62	39	60	75	*	*	*	*	63	57
02:00	65	77	59	64	55	72	78	92	67	86	*	*	*	*	65	78
03:00	135	109	129	115	138	113	129	110	149	120	*	*	*	*	136	113
04:00	100	103	130	138	90	104	100	93	72	77	*	*	*	*	98	103
05:00	76	95	89	84	93	84	83	90	86	73	*	*	*	*	85	85
06:00	53	66	65	62	70	76	81	58	78	57	*	*	*	*	69	64
07:00	48	39	45	52	45	45	44	34	48	37	*	*	*	*	46	41
08:00	37	30	31	31	33	31	29	41	41	43	*	*	*	*	34	35
09:00	22	30	17	23	30	29	31	33	36	37	*	*	*	*	27	30
10:00	7	19	15	11	12	17	21	24	18	21	*	*	*	*	15	18
11:00	14	7	7	4	9	6	6	8	27	17	*	*	*	*	13	8
Lane	1202	1111	1210	1061	1164	1071	1215	1077	1273	1106	257	192	0	0	1170	1049
Day	2313		2271		2235		2292		2379		449				2219	
AM Peak	07:00	07:00	08:00	07:00	08:00	07:00	08:00	07:00	07:00	07:00	09:00	08:00			08:00	07:00
Vol.	152	120	149	125	141	120	154	131	140	125	70	54			132	106
PM Peak	15:00	15:00	16:00	16:00	15:00	15:00	15:00	15:00	15:00	15:00					15:00	15:00
Vol.	135	109	130	138	138	113	129	110	149	120					136	113

Comb. Total	2313	2271	2235	2292	2379	1435	1332	3587
ADT	ADT 2,298		ADT 2,298		AADT 2,298			

ATTACHMENT D

ST. JOHN THE BAPTIST PARISH COUNCIL
STATE OF LOUISIANA

RESOLUTION R11-03

Mr. Julien proposed and Mrs. Usry seconded the following resolution:

THE ST. JOHN THE BAPTIST PARISH COUNCIL HEREBY RESOLVES:

A Resolution authorizing St. John the Baptist Parish to submit a grant application for the "Safe Routes to Schools Program"

WHEREAS, St. John the Baptist Parish desires to provide pedestrian safety improvements that will encourage children to walk to school; and

WHEREAS, sidewalks, lighting and crossing marks would improve access to LaPlace Elementary and East St. John Elementary School; and

WHEREAS, the Parish intends to apply to the Louisiana Department of Transportation for a Louisiana Safe Routes to School Program grant to accomplish this goal; and

WHEREAS, there is no local match required for this grant program; and

WHEREAS, the Parish does agree to accept liability for any improvements made through this project;

NOW, THEREFORE BE IT RESOLVED, that the St. John the Baptist Council does hereby authorize the Parish President to sign and submit a request for funding through the Louisiana Department of Transportation and Development Louisiana Safe Routes to School Program in an amount up to \$250,000.00 for eligible expenses to improve pedestrian safety and to create a Safe Route to LaPlace Elementary and East St. John Elementary Schools; and

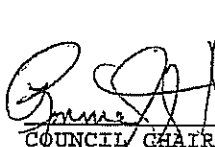
BE IT FURTHER RESOLVED, that the Parish does authorize South Central Planning and Development Commission to put together such a proposal on its behalf and for C. J. Savoie, Parish Engineer, to provide cost estimates for the said proposal.

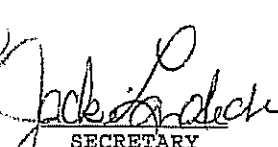
The above resolution having been submitted to a vote; the vote thereon was as follows:


YEAS: Morris, Lewis, Millet, Julien, Smith, Hotard, Usry, Millet, Lee

NAYS: None ABSENT: None ABSTAINING: None

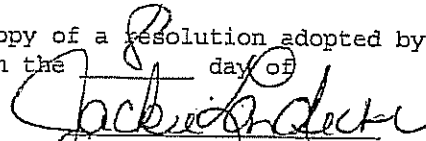
The result of the vote on the resolution was 9 YEAS, 0 NAYS, 0 ABSENT and 0 ABSTAINING and this ordinance was declared adopted on the 8th day of February, 2011.


COUNCIL CHAIR
2/9/11
Date signed


SECRETARY
2/9/11
Date signed


PARISH PRESIDENT
2/16/11
Date signed

CERTIFIED, to be a true and correct copy of a resolution adopted by the
St. John the Baptist Parish Council on the 26 day of Feb, 2011.


SECRETARY

LOUISIANA HOUSE OF REPRESENTATIVES

330 Belle Terre Blvd., Suite 101
LaPlace, LA 70068
Email: monican@legis.state.la.us
Phone: 985.652.1228
Fax: 985.652.1229



Commerce
House Executive Committee
Insurance
Judiciary
Special Committee on
Veterans Affairs

NICKIE MONICA
State Representative ~ District 57

March 1, 2011

Louisiana Department of Transportation and Development
Safe Routes to School Program
Attention: Shalanda Cole
P.O. Box 94245
Baton Rouge, LA 70804-9245

**RE: Safe Routes to School Program
St. John the Baptist Parish**

Dear Ms. Cole,

I am writing in support of St. John the Baptist Parish's request for assistance through the Safe Routes to School program. If awarded, the funds will be used for sidewalks, pedestrian and bicycle crossing improvements at both LaPlace Elementary and East St. John Elementary.

The sidewalks proposed will enhance the mode of travel for the students and the citizens of the area. It will also improve safety for students by providing a distinct lane for walkers, bicyclist and joggers. It will also serve as a mechanism to enhance the safety along La. Highways 44 and 628, as well as provide a safe means for the children to travel to school.

Any assistance you can offer is greatly appreciated, and I thank you in advance for your favorable consideration of this grant.

Sincerely,

A handwritten signature in cursive script that reads "Nickie Monica".

NICKIE MONICA
State Representative
District 57

BOBBY JINDAL
GOVERNOR



MICHAEL D. EDMONSON, COLONEL
DEPUTY SECRETARY

State of Louisiana
Department of Public Safety and Corrections
Public Safety Services

March 1, 2011

Ms. Shalanda Cole, MBA
Louisiana Department of Transportation and Development
Safe Routes to School Program
P. O. Box 94245
Baton Rouge Louisiana 70804-9245

Dear Ms. Cole:

Louisiana State Police Troop C would like to take this opportunity to show our support of the St. John the Baptist Parish's proposals to repair and upgrade the sidewalks at the East St. John Elementary School and the Laplace Elementary School. I am familiar with this excellent program - Safe Routes to Schools- and anticipate the approval of St. John Parish's applications. Both of these target areas present unique opportunities to address the safety concerns for children who walk or bike to school. In addition, the project will be a desired amenity in terms of recreation and safety for the surrounding neighborhoods. The sidewalks and improvements will become an added value for increasing the quality of life in our community.

Your positive consideration of this proposal is appreciated.

Sincerely,

A handwritten signature in black ink, appearing to read "Capt D. Naquin".

Captain Darrin Naquin
Louisiana State Police
Troop C

COURTESY • LOYALTY • SERVICE
"An Equal Opportunity Employer"
P.O. BOX 66614, BATON ROUGE, LOUISIANA 70896



February 24, 2011

**Ms. Shalanda Cole, MBA
Louisiana Department of Transportation and Development
Safe Routes to School Program
P. O. Box 94245
Baton Rouge Louisiana 70804-9245**

Dear Ms. Cole:

The South Central Safe Community Partnership (SCSCP) is pleased to extend our media and outreach efforts to support the bike and pedestrian safety propositions stipulated in the Safe Routes to School (SRTS) non-infrastructure projects for East St. John Elementary and Laplace Elementary School.

SCSCP is a coalition funded through the Louisiana Highway Safety Commission (LHSC) that convenes regional/local agencies and community-based groups to establish and implement a media action plan that addresses transportation issues throughout the Parishes of Assumption, Lafourche, Terrebonne, St. John, St. Charles and St. James.

It is with pleasure that as Chairman, I hereby declare our commitment to collaborate with St. John Parish Sheriff's Office, LSP Troop C and other agencies involved in the achievement of the SRTS Goals for above-mentioned schools and other schools in the South Central Region that will be granted the SRTS funding in the future.

This letter of support is signed on the 24th day of February, 2011 in Houma, Louisiana, U.S.A.

Sincerely,

**Ret. Capt. Greg Hood
Chairman**



St. John the Baptist Parish School Board

Making *A+* Difference: Accountability Assessment Achievement

Gerald J. Keller, Ph.D.
Board President

Patrick H. Sanders
Vice-President

Courtney P. Millet, Ph.D.
Superintendent

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Garyville, LA 70051
985-535-2969

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P.O. Box 347
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985-536-6570

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137 E. 31st Street
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985-536-4247

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7 Holly Drive
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985-652-5555

Keith Jones

District No. 6
P.O. Box 952
LaPlace, LA 70069
985-652-5170

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985-652-6882

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District No. 10
640 S. Golfview Drive
LaPlace, LA 70068
985-652-7312

Clarence Triche

District No. 11
1614 Main Street
LaPlace, LA 70068
985-652-6193

January 31, 2011

Attn:

Shalanda Cole

Department of Transportation
1201 Capitol Access Road
Baton Rouge, LA 70802

RE: Safe Routes to School

St. John the Baptist Parish School Board is in support of the application for funding for the Safe Route to Schools program. If awarded, the funds will be used for sidewalk, pedestrian, and bicycle crossing improvements at both LaPlace Elementary and East St. John Elementary schools. The sidewalks proposed will enhance the mode of travel for our students and for the citizens in this area. It will also improve safety for our students by providing a distinct lane for walkers, bicyclist and joggers.

We support the submission of this grant application without reservation and believe that it will serve as a mechanism to enhance safety along Louisiana Highways 44 and 628, as well as provide a safe means for our children to travel to school.

Should you have any questions, or require additional information, please contact Herbert Smith, Assistant Superintendent, via telephone at 985-536-1106, ext. 2206 or by email at hsmith@stjohn.k12.la.us.

Sincerely,

Courtney P. Millet

Courtney P. Millet, Ph.D.
Superintendent of Schools

CPM:kts



LaPlace Elementary School

393 Greenwood Drive

LaPlace, LA 70068

985.652.5552 office 985-652-3979 fax



Alison Cupit, Principal

Doris Gerhart, Asst. Principal
Orlando Watkins, Asst. Principal
Rosalind Weber-Davis, Asst. Principal

January 31, 2011

Attn: *Shalanda Cole*
Department of Transportation
1201 Capitol Access Road
Baton Rouge, LA 70802

RE: Safe Routes to School

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We support the submission of this grant application without reservation and believe that it will serve as a mechanism to enhance safety along Louisiana Highways 44 and 628, as well as provide a safe means for our children to travel to school.

Should you have any questions, or require additional information, please contact me Ms. Alison Cupit via telephone at 985-652-5552 or by email at acupit@stjohn.k12.la.us.

Sincerely,

Alison M. Cupit

Ms. Alison Cupit, Principal
LaPlace Elementary School

ATTACHMENT F

ATTACHMENT F.1

2011

Detailed Infrastructure Project Cost Estimate

Construction Costs						
ITEM	UNIT OF MEASURE	QUANTITY (A)	UNIT PRICE (B)	AMOUNT (AxB)	LOCAL FUNDS (See note below)	REQUESTED SRTS FUNDS
Concrete sidewalks	LF	2,000	\$ 20.00	\$40,000.00		\$40,000.00
Concrete Curb w/ ADA Ramp	EA	18	\$ 3,500.00	\$63,000.00		\$63,000.00
Concrete Sidewalk repair	SY	600	\$ 50.00	\$30,000.00		\$30,000.00
Clearing and Grading	Lump Sum	1	\$ 5,000.00	\$ 5,000.00		\$ 5,000.00
Ladder Cross walk	EA	17	\$ 600.00	\$10,200.00		\$10,200.00
Signs with U channel Post	EA	20	\$ 250.00	\$ 5,000.00		\$ 5,000.00
Flashing Caution lights	EA	2	\$ 6,000.00	\$ 1,200.00		\$12,000.00
Bike Racks	EA	4	\$ 900.00	\$ 5,400.00		\$ 4,800.00
Subtotal						\$170,000.00
Mobilization (5-10% of Amount subtotal)	5%			\$ 8,500.00		
Traffic Control (2-10% of Amount subtotal)	2%			\$ 3,400.00		
Construction Layout (0-5% of Amount subtotal)	3%			\$ 5,100.00		
Contingencies (0-10% of Amount subtotal)	10%			\$ 17,000.00		
CONSTRUCTION COSTS TOTAL						\$204,000.00
Engineering Costs						
Preliminary Engineering	10% of Construction Costs Total			\$20,400.00		
Construction Engineering	10% of Construction Costs Total			\$20,400.00		
ENGINEERING COSTS TOTAL				\$40,800.00		
Other Costs						
Utility Relocation				\$2,200.00		
Miscellaneous				\$3,000.00		
OTHER COSTS TOTAL				\$5,200.00		
TOTAL PROJECT COSTS	Const. + Engr. + Other			\$250,000.00		

ATTACHMENT F.2

2011 SRTS Application - Laplace Elementary School

Non infrastructure projects for one school

Item	Quantity	Unit	Unit Price	Requested Funds	Local funds	Amount
EXTERNAL PERSONNEL						
Instructor from Bicycle League	day	4	\$ 250.00	\$1,000.00	\$0.00	\$1,000.00
Instructor from Sheriff's office	day	4	\$ 250.00	\$1,000.00	\$0.00	\$1,000.00
PE instructor	day	4	\$ 250.00	\$1,000.00	\$0.00	\$1,000.00
4-H instructor	day	4	\$ 250.00	\$1,000.00	\$0.00	\$1,000.00
Sponsor Staff Time*	day	30	\$200.00	\$6,000.00	\$0.00	\$6,000.00
Subtotal						<u>\$10,000.00</u>
PROMOTION AND ADVERTISING						
Frequent walker and biker punch card	each	2160	\$1.50	\$3,240.00		\$3,240.00
Poster for frequent walker /biker	each	30	\$100	\$3,000.00		\$3,000.00
Copies for educational programs	each	6000	\$0.10	\$600.00		\$600.00
Bike Rodeo handouts and materials	each	6000	\$0.10	\$600.00		\$600.00
Bike helmets and locks	each	150	\$25.00	\$3,750.00		\$3,750.00
Stop watches for classroom projects	each	100	\$12.00	\$1,200.00		\$1,200.00
Pedometers for classroom projects	each	1080	\$5.00	\$5,400.00		\$5,400.00
Materials for Walk/Bike events	each	4	\$500	\$2,000.00		\$2,000.00
Incentive/prizes for Walk/Bike events	each	4	\$1,000	\$4,000.00		\$4,000.00
Subtotal						<u>\$23,790.00</u>
Total						<u><u>\$33,790.00</u></u>

* St John the Baptist Parish staff time to coordinate and monitor special events and training activities.

The amount in the shaded box will be the total SRTS Funding requested

Note: Local funds are not required for construction or engineering costs as long as maximum amount is not exceeded. Requiring matching funds is not permitted for this program. Sponsors may elect to supplement SRTS funds to expedite or fully fund the project.